

Phone 326. Box 154R.
TRUSCOTT
VAPOR LAUNCHES.
 THE HESBITT ELECTRIC CO
 83 Fort St., Victoria, B.C.
 Sole Agent for British Columbia.

The Daily Colonist.

\$6.50 per ton
 Household Coal
Hall & Walker
 100 Government Street. Phone 23

VOL. XC., NO. 12. VICTORIA, B. C., WEDNESDAY, JUNE 24, 1903. FORTY-FIFTH YEAR

For every writer
a pen
WATERMAN'S
IDEAL
FOUNTAIN PEN
SATISFY THE MOST FASTIDIOUS

Pen troubles disappear when you get a fountain pen that suits your hand. There is nothing which gives you so much satisfaction as one of our pens that never fail you, but writes without any shaking or coaxing.

The prices run from \$2.00 up, and we guarantee them by exchanging if you are not pleased.

A large assortment of Pens in gunmetal, silver and enamel just added to our already large stock.

Challoner & Mitchell
 JEWELERS AND OPTICIANS. 47 to 49 GOVERNMENT ST.

Good Little Things

We pride ourselves on our fine stock of the good "little things" which help the housekeeper to vary and make attractive the plainest meals.

RIPE OLIVES 25c. and 50c. bottle
 ITALIAN OLIVES 25c. and 50c. bottle
 SPANISH OLIVES 25c. and 50c. bottle
 OLIVES STUFFED WITH ANCHOVIES 25c. and 50c. bottle

See our varieties of Pickles, Sauces and Relishes.

Dixie H. Ross & Co. CASH GROCERS

RED JACKET PUMP.
RED JACKET PUMPS
ARE GOOD PUMPS

They raise water from the deepest wells with the least work. A child can pump them. THE RED JACKET costs no more than any other pump and they are "so easy to fix." We have booklets telling you all about them to distribute FREE.

HICKMAN TYE HARDWARE COMPANY, LIMITED
 32 and 34 Yates St., Victoria, B.C.
 SOLE AGENTS. P. O. DRAWER 613.
 PHONE 59.

Melcher's
RED GIN
The Very Finest Distilled
Warranted Over 2 Years Old

R. P. RITHET & CO., LD., PACIFIC COAST AGENTS

For a Few Days Only
 25 Per Cent Discount Sale of Wall Papers.
J. W. MELLOR & CO., Limited, 78 Fort St.
 Phone 406.

Robert Ward & Co., Ltd.
 Temple Building, Fort Street.

Commission Merchants, Shipping, Insurance, Financial
and General Agents.....

SCHWEPPE'S
Ginger Ale
Sarsapilla

WHOLESALE BY
Hudson's Bay Co., Victoria, B.C.

FOR SALE

Valuable Lot on Government Street in the heart of the town, Price reasonable, in order to close up an Estate. Apply to

B. G. Land & Investment Agency, Ltd.
 40 Government Street.

FACTS: ANALYSIS OF BREAKFAST FOODS

Malt Breakfast Foods	1.03
Force	1.27
Malta Vita	1.25
Grape Nuts	0.58
ROLLED OATS	0.72

On the whole, I am of opinion that a well balanced material for porridge, these analytical results justify me in claiming a very high, if not the highest place for cereal, and especially in the form of ROLLED OATS.

B. McLELL, Assistant to Chief Analyst, Ottawa.

Fraser River's Sudden Rise

Water Now Within Fourteen Inches of the Flood Level in 1894.

Dyke Patrols Have been Reinforced—Situation Puzzles Oldtimers.

Japanese From Seattle Swarming in to Work at the Canneries.

From Our Own Correspondent.
 Vancouver, June 23.—One hundred Japanese arrived from Seattle today to fish on the Fraser river. All passed their examination satisfactorily. The industry from present indications will, as was the case last year, be carried on for some time by Japanese alone. The white fishermen are not satisfied with the price offered by the canners.

The water in the Fraser river rose several inches at Westminster yesterday and reached the highest point of the season. It is now 14 inches below the flood mark of 1894. The sudden rise surprised and puzzled old timers, who thought the danger was over. The cause is thought to be large flow of water from the Coast and Cascade ranges.

The patrols along the dykes have been reinforced. No serious disaster has been apprehended.

The city is being cleared of worthless persons who live upon the gains of prostitution. These persons are Frenchmen, who are accompanied to the city by French women. In every instance so far when arrested, they have been hauled out at \$50 and \$100, and jumped their bail, leaving the city.

The examination for entrance to the High school commences today morning, the number of candidates being 178.

At a special meeting of the Typographical Union last night, Mr. Harry Cowan was elected president.

Moran Dwyer, charged with assaulting a provincial police officer, who was arresting him for pointing a weapon at Mrs. Hayden, was up for trial yesterday. The trial was postponed owing to material witnesses being absent.

Mr. D. Donaldson, collector of votes for the province, and his three assistants, were busy from 9 a. m. to 9 p. m. yesterday registering voters. There was a steady stream of applicants all day and 847 votes were registered.

The Betts and Tesperus mineral claims near Grand Forks are to be opened by Chicago capitalists. The president of this company is Charles I. Metcalf, of Chicago.

Dr. Monro's proposition to grade licensed hotels, was considered at a meeting of the licensing board last night. The idea is that the cleaner and better appointed an hotel is, the cheaper will be the license. Grade one hotel is to be charged \$250; grade two, \$150; grade three, \$50. This includes wooden hotels with less than 20, but under 16 rooms, and unplastered.

Owing to the thousands of Japanese that are pouring into Puget Sound from the Orient, the immigration officers here are preparing for hard work in preventing the unqualified crossing the border. Provincial Police Officer Campbell and his assistants here have been so far successful in keeping them out at the regular channels of entry, and is now adopting measures to guard a larger stretch of boundary.

Word has reached here of the death at Mission, of General Sharp. Five years ago General Sharp arrived with his family from the Orient, and settled here for a short time, subsequently moving onto a ranch at Mission.

The Chinese and Japanese have been asked to improve that part of the cemetery where their countrymen have been interred.

Mr. J. H. Cunningham has been commissioned by the provincial government to take a trip along the Fraser to ascertain what assistance is needed by ranchers affected by high water.

A gang of men are at work at English Bay cutting in a partial sewage system. The sewage in that health resort being anything but conducive to health.

At the council meeting last night it was decided to remove at once all shacks at English Bay.

The tax manner in which bicycle owners have been taking out tags for this year, is the daily comment of letter writers in the press. There have been very few exceptions under the law, and not half the bicycle riders have tags. It seems such a small offence that the police appear both to summon respectably, law-abiding citizens on the charge, particularly as there would be a hundred or two to a summons. There seems to be a sort of tacit understanding among riders that the tax is unfair, and they simply decline to comply with the law. The tax was imposed, however, at the request of bicycle clubs in the city, for the purpose of raising funds for cinder paths.

Judgment of \$50 has been given against the city in the case of the city laying sewer under a property owner's land without permission. The case will be appealed on the ground that the city charter gives the city power to lay sewers where they please, without permission or compensation.

A batch of news has come from Port Essington. A wedding between two young Indians in the Methodist church was the cause of 600 Indians, and all the white people turning out. The sock-eye run is expected to be large. The season has been organized. The steamer Hazelton has arrived from the Stikine; she will leave Esquimalt for Hazelton July 4.

There have been more than 250 entries for the kennel show on Saturday next.

In Westminster ex-Alderman Buck, land license commissioner, has resigned from the board owing to the fact that he was summoned for riding a bicycle on the sidewalk.

Westminster council are writing to Aulay Morrison, M. P., protesting against the removal of the King Edward, the dredge, to Victoria.

Mr. Bosworth, fourth vice-president of the C. P. R., denies the rumor that the C. P. R. are arranging for a freight and draying system of their own, in the transfer of goods to and from the station.

Clearing Heppner Of the Debris

Work Progressing Rapidly and More Names Added to Death Roll.

Eye Witness Describes Horrors Contained in One Pile of Debris.

Heppner, Ore., June 23.—The clearing away of the debris caused by the flood is progressing rapidly. The result of organizing the work in a systematic manner is evident upon all sides, and soon all wreckage will have been removed.

Only two of the buildings remain on Main street that were carried there by the waters, and the sediment that was deposited on the streets is being speedily removed. The sanitary conditions of the town at present are far better than had been hoped for, but every precaution is being taken to guard against an epidemic. Dr. Smith, who represents the state board of health, orders, at half from the hills to be placed upon the streets, and that work is being accomplished.

The city council has issued orders that no more dead bodies be brought into town without the consent of the coroner, but today bodies of Mrs. Robert Morgan and Andrew Peterson were so well preserved that they were brought to the morgue and prepared for burial. The missing bodies now number about 35.

Four bodies were recovered today, making the total number recovered to date 177. The dead are A. M. Peterson, a traveling man from Chicago; Eva Ashbaugh, Mrs. Frank Harriman. One unidentified woman.

The relief fund is rapidly growing, the amount on hand being \$26,000. Food, beds and clothing are coming in from almost every town in the Northwest.

Tacoma, June 23.—C. R. Wyland, who went to Heppner, Ore., several days ago to assist in the recovery and burial of the remains of his brother, Mrs. Keithley, and also his nephew, both of whom perished in the flood, has returned. His mother's body, he says, was found 12 miles below where the water struck her, and many bodies were carried farther than hers. The drifts which the water piled up, he says, are appalling. Some of these stand as high as 25 and 40 feet, and the force of the water has so packed and woven together the material of which they are formed that it requires teams of horses to tear them asunder.

He tells of watching a crew of workmen tear one of these apart, and in it were found the bodies of an old man, a girl 18 years of age, two children, a horse, two cows, a dog, a halibut, several chickens and a miscellaneous assortment of mattresses, barbed wire, pieces of pianos, books, chairs, tables, railroad ties, a pump, pieces of stoves, a carpet, a wagon wheel and many other kinds of articles.

The few houses standing in the town are crowded. Relief work is progressing admirably, when the chaos of ruin and death that have swept over the city is considered.

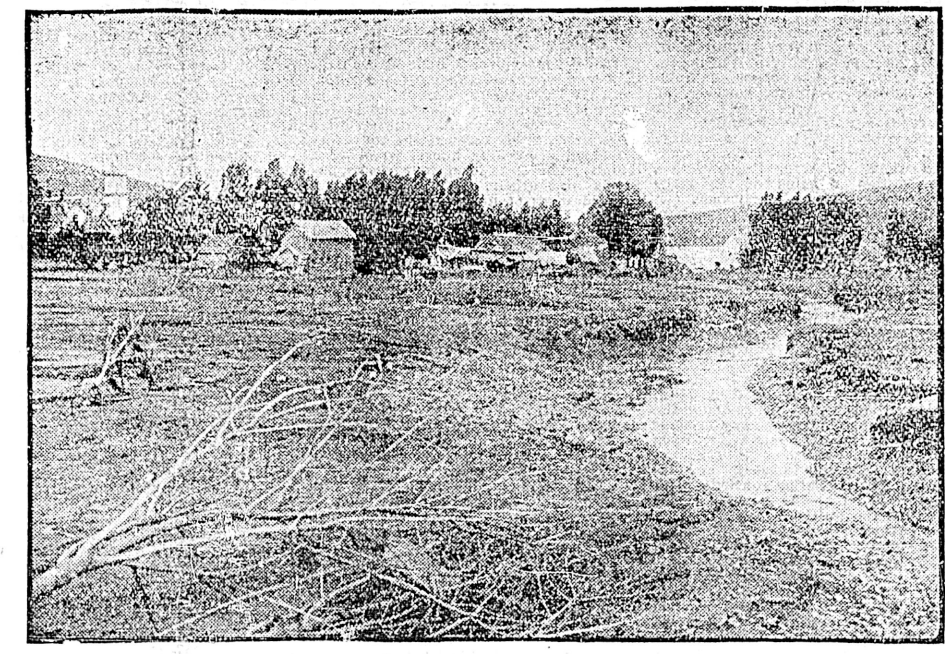
PRINCE EDWARD'S NINTH BIRTHDAY

Heir Presumptive to Britain's Throne Guest of Honor at Buckingham.

London, June 23.—An interesting social function today was Queen Alexandra's children's party at Buckingham palace, in honor of the ninth birthday of Prince Edward, eldest son of Prince of Wales, and heir presumptive to the throne. There were about 150 guests, for whom all kinds of entertainments were provided, including the American negro company, playing "In Dahomey." King Edward drove to Marlborough House residence of the Prince of Wales to personally congratulate his grandson.

COLLEGE BURNED.
 Bay St. Louis, Miss., June 23.—St. Stanislaus College was totally destroyed by fire today. The flames spread so rapidly that the students generally lost their trunks and clothing. Loss \$65,000, insurance \$34,800.

WHOLESALE BOOT FAILURE.
 Boston, June 23.—The wholesale boot and shoe firm of Larkin & Foster, one of the oldest and largest Boston jobbing houses, has been attached by creditors. The firm is said to have been doing a business of about \$2,000,000 a year. Liabilities estimated between \$600,000 and \$700,000, assets about the same.



The small creek at normal depth running through the southeastern portion of the residence district of Heppner. The path of the flood is shown by broken trees. Fifty homes were swept away within the scope of this photograph, and the wreckage carried away.

The Post Office Salaries Raised

Amendment to Bill Increases Pay and Reduces Rate on Newspapers.

Live Stock Men ask for One Hundred Thousand for St. Louis Exhibit.

From Our Own Correspondent.
 Ottawa, June 23.—Hon. Mr. Mulock's bill to amend the Post Office Act was introduced in the House today. He explained that its purpose was to raise the salaries of officials, and to lower the postage rates on newspapers to a quarter of a cent a pound.

E. Bell, acquired if the Department of the Interior had sent any representatives to Dawson respecting the Treadgold matter? Sir Wilfrid Laurier replied he had not been informed.

The Railway Commission bill was amended by protecting the rights of municipalities in the matter of a railway crossing highways.

Dr. Lorenz, the famous Austrian surgeon, was lunched by the medical members of the Pinn.

STRIKE SETTLED.

The Colonist yesterday evening received the following despatch from Ladysmith: "The strike has been declared off by a large majority. The men will resume work on the old terms."

There is a meeting on the Green this evening, and great rejoicing among the men.

NEW PROFESSOR FOR MCGILL.

From Northwestern University to Macdonald Chair at Montreal.

DISARMING THE PINNS.

Czar Issues New Edict Accomplishing Ultimate Subjugation.
 St. Petersburg, June 23.—A new edict sanctioned by the Czar, prohibiting the sale in Finland of guns, ammunition, or explosives of any sort, except under the most severe restrictions, has been issued. The edict is regarded as being a long step towards the complete disarmament of the Pinn.

Factories for Chamberlain

Leading Firms Contribute to Fund to Carry on Vigorous Crusade.

Liberal Journals Deny That Canada has any Pressing Grievance.

Judge Armour is Still Resting Quietly but Somewhat Weaker.

Montreal, June 23.—The Star's London cable says the leading manufacturers, including Albert Lickman, M. P., Hon. L. C. Guest, M. P., Ken & Neltefelds, British Westinghouse Electric Manufacturing Company; Bessemer & Sons, and others, have given their names as sympathizing with Hon. Mr. Chamberlain's proposal. They propose to create a "war chest," supplementary to that of the Conservative Central office, to carry out a vigorous crusade. On the other hand, the Cobden club, and the Liberal organizations are also soliciting subscriptions. The executive committee of the National Liberal Federation has summoned a special meeting to consider the denunciation of the resolution to be proposed by Hon. Mr. H. Asquith. Liberal journals are accusing the government of making false suggestions regarding the Canada-Germany affair. They deny that Canada really has any grievances, and are saying that for three years no representation has been made to Germany regarding her differentiation against Canada, and that the matter was never brought up at the Colonial conference. Hence they argue the sense of urgency of strong Canadian grievances.

The Standard, government organ, still hesitates, though it admits a predisposing tendency favoring Mr. Chamberlain, but warns against premature decision, and says that cautious critics will postpone enthusiasm for Chamberlain in order to keep the taxation proposals independent of the old age pension, with which they were not concerned. "If it is right to modify the tariff, it says, 'we ought to do so without offering huge bonus to working classes in order to gain their assent to the change.'"

It is evident that the Earl, president of the Board of Agriculture, is determined to follow Chamberlain's policy, and make no relaxation in connection with the embargo against Canadian cattle. Speaking at a Farmers' club yesterday of a recent arrival at Deptford of Argentine, infected cattle, he said the board will spare no pains to protect the flocks and herds of Great Britain from disease which threatened to decimate them.

Just as Mr. Armour is resting quietly, but is a little weaker.

VESUVIUS IS IN FULL ERUPTION

Celebrated Volcano Suddenly Resumes Active Operations on Large Scale.

London, June 23.—According to a special despatch received here from Naples, the volcano Vesuvius is in full eruption. This, the most celebrated volcano in the world, rises from the eastern margin of the Bay of Naples, Italy, and is the centre of a region which has been densely populated for more than 20 centuries. Several times violent eruptions have occurred which have engulfed cities and burned thousands of victims beneath the lava flows. Clouds of cinders have been thrown forth, which have destroyed all vegetation in many miles. Usually the more violent eruptions have been preceded by earthquakes. The engulfing of the ancient city of Pompeii is the most noted of calamities attributed to the volcano, although since the other big eruption in 1631, it has never relapsed into a state of total quiescence.

EXTENSIVE FIRE AT SEATTLE

One Hundred Thousand Dollars Damage Done Early Yesterday Morning.

Seattle, June 23.—Fire breaking out in the molding mill of Rholls & Schoder, on First avenue south, near Weller street, destroyed the neighboring buildings and caused a damage of more than \$100,000 early this morning. The carriage plant was entirely destroyed, as well as the Favorite bar and the Hoffman Carriage Works.

The flames broke out as if started by an explosion, as doubtless was the case, and catching the wooden building in the vicinity, soon lighted up the heavens and illuminated that part of the city facing the bay.

The fire department fought against heavy odds considering the high stage of the fire, and undoubtedly saved several blocks of modern buildings, including the Columbia & Puget Sound car shops, and even the coal bunkers.

Indeed, the flames progressed with such rapidity and with such consuming force that only the most rapid work prevented a conflagration, the end of which could not be foretold. The whole southern part of the city, below Jackson street, which is composed largely of wooden buildings, might have been consumed.

The land, located on the north side of First avenue south, was covered almost entirely by the carriage shops, and all the outbuildings, the blacksmith shops, and the building on the northwest corner of the block, bounded on the north by the tracks of the Columbia & Puget Sound, where the Favorite bar was located. The bar was owned by Gottschalk & Manning, and the bartender, R. N. Gustafson, first saw the blaze and turned in the alarm.

For a while it looked as if the whole block would go, but by 3:20 o'clock the flames were announced under control. Just then half a dozen wires gave way, and a general rush of the crowd of 2,000 persons, who had gathered on the street back towards the coal bunkers.

No casualties were reported, with the exception of the three pipemen from companies 1, 2 and 3, who were hurt by the fall of glass while fighting fire on Weller street. They were sent to their homes by Fire Chief Cook about 3:30 o'clock.



HEINZE MAY BUY THE LENORA MINE

Rumor That Great Operator May Secure Smelter and Property.

Special to the Colonist.
 Nanaimo, June 23.—It is reported here that August Heinze is negotiating for the purchase of the Crofton smelter and the Lenora mine, and the deal is likely to go through.

Private advices state that a gigantic eight-inch prawn was one of the finds of the Albatross off Sechart. Professor Jordan expressed surprise that no effort has been made to secure specimens for the provincial museum. Bushels of rare species were thrown overboard after the commission had taken what they wanted.

The dead body of an unknown man was found floating in Oyster harbor yesterday afternoon.

CABLE LANDED AT MIDWAY.

New Wire Completed to Island and Start Made on Gap.

Manila, June 23.—The Pacific cable from Guam to Midway Island was landed at the latter place today by the steamer Colon. The cable ship Anglin left Midway for Honolulu today to complete the connection. Storms delayed the landing of the cable with Midway.

New Cardinals Created by Pope

List of New Church Dignataries
at Recent Session of Col-
lege at Rome.

Leo Deplores Modern Sacri-
ligious Tendencies and Will
Write Letter.

Rome, June 23.—The following were
created cardinals at the consistory yes-
terday:

Monsignor Fischer, archbishop of Co-
logne; Mgr. Talamoni, bishop of Vi-
cenza; Mgr. Cavichioni, secretary of the
congregation of the council; Mgr. Ajelli,
papal nuncio at Lisbon; Mgr. Neocelli,
secretary of the consistorial congregation;
Mgr. Katschberger, of Salzburg;
Mgr. Most, archbishop of Palermo;
archbishop of Valencia.

The Pope transferred Cardinal Sera-
fino Vannutelli from the bishopric of
Frascati to that of Porto Santa Rufina,
which is of higher rank. Cardinal Sa-
toli was transferred from the titular
bishopric of Santa Maria in Aracolia, to
the diocese of Frascati, near Rome, the
summer residence of the Roman aristoc-
racy.

Afterward the Pope announced the
nominations of several archbishops who
had been appointed by brief. The pon-
tiff appointed Cardinal Agliardi, who has
been replaced as prefect of the Holy
Office, to the vice-chancellor of the
Cassidella Volle.

The Osservatore Romano today pub-
lishes the allocation which the Pope de-
livered at the consistory yesterday.
Following is a summary of the portion
which was not called to the Associated
Press yesterday.

The pontiff said he was obliged again
to call attention to the difficult position
of Catholicism, and pointed out that
malicious sects were spreading in every
country, and that Christian laws seen to
be undergoing deliberate retrogression
through the efforts of men of deplorable
morals. This state of feeling modified
customs and influenced legislation in
connection with public institutions. Phil-
osophy, the fine arts, and literature,
were also turned to sacrilegious pur-
poses. The sinfulness of evil doings could
no longer be the will of the Almighty,
but their arrogance paved the way for
great misfortunes.

The Pope concluded with an earnest
appeal to the faithful to pray to God
that "the pontiff's work on earth be not
diminished" and with the announcement
of his intention to issue a letter on the
subject.

MANCHURIAN CONVENTION.

Yokohama, June 23.—Newspapers of
Tokyo say the Manchurian convention,
drawn up by the Russian minister at
Peking, M. Lessare and Prince Ching,
president of the foreign council, was
signed by those officials, June 20.

SANTOS DUMONT AGAIN.

Paris, June 23.—Santos Dumont made
his first appearance today in airship
"No. 9," over the centre of Paris. He
manoeuvred above the Arc de Triumpe
and descended at his residence on the
Champs Elysees.

C. P. R. FREIGHT RATES.

Calgary, June 23.—Today a large dele-
gation of citizens waited upon Mr. Bos-
worth, fourth vice-president of the C.
P. R., regarding better freight rates for
points north and south. They pointed
out the difference between conditions
of Calgary and out of Brandon. Mr.
Bosworth said there would be a revision
of rates shortly.

INJURED AT WINNIPEG.

Toronto Physician Kicked by a Run-
away horse

Winnipeg, June 23.—Dr. Henderson of
Toronto, who is visiting his brother,
Rev. Mr. Henderson, of Manitoba, was
seriously injured at L'Arriere
yesterday, being kicked in the side by a
horse when jumping from a runaway
rig in which he was driving with his
brother. Two doctors are in attendance
and it is hoped the injuries will not
prove fatal.

BEEF-EATING CONTEST.

Former Mayor of New York Leads in
Gustatory Record.

New York, June 23.—Former Mayor
Robert Van Wyk retains the title of
champion beef-eater of Greater New
York. All efforts to beat his reported
record of two years ago of eight and
three-quarter pounds at one sitting, and
at a contest just held in Williamsburg,
the contestants were Michael Schamp-
pau and P. Oschean.

Fully 500 Brooklynites watched the
contest. The time limit was one hour
and forty minutes. Schampau took the
lead at the second steak, adding to it
the third when it was announced
that he had eaten in addition to a hun-
dred clams and crackers, five and three-
quarter pounds of steak, fifty oysters,
two loaves of bread, a bunch of aspara-
gus and ten eggs.

BRIBERY IN PENNSYLVANIA.

Street Railway Franchise Causes Much
Passing of Money.

Scranton, Pa., June 23.—Startling
testimony was produced today before the
select committee investigating committee
that met today to investigate the charges
of bribery made by ex-Councilman
George E. Stevenson in relation to the
defeat of the Dalton street railway
franchise ordinance in the council last
Thursday night. W. P. Boland, one of
the promoters of the Dalton Railway
Company, testified that Select Council D.
R. Evans, of the North Ward, demanded
of him in the presence of Mr. Stevenson,
\$500 for himself and \$400 for each of
10 other councilmen. He named the following councilmen:

John E. Rogers, Thomas O'Boyle, Jas.
P. Mahoney, Thomas C. Melvin, John
Naegeli, Malachi Coyne, John J. McAn-
drews and Richmond Morgan. This tes-
timony was corroborated by Mr. Steven-
son. Both men testified that Evans
threatened unless the money was forth-
coming the ordinance would be either
amended to death or defeated. The or-
dinance was subsequently loaded with
impossible amendments, and then the
question was broken.

The Municipal League will prosecute
the councilmen, and Evans is already
under arrest. More warrants will be is-
sued.

MARTELL'S

THREE STAR

BRANDY

OF ALL WINE AND
SPIRIT MERCHANTS

AT ALL BARS
AND RESTAURANTS

The Runaway Train at Spokane

Particulars of Wild Rush of Cars
Down Grade Into the
City.

Jumped Rock Pile and Crashed
Into House Knocking It
to Splinters.

Spokane, June 23.—One of the strangest
railroad wrecks in the history of the
Northwest took place a little before day-
light yesterday morning a short distance
from the centre of the city.

A runaway train of 60 or more loaded
cars, without an engine, rushed four
miles down grade through the town, de-
molishing dwelling houses, wrecking a
laundry, killing at least four people, in-
juring nine others, and piling up a
tangled mass of debris estimated to be
50 feet high. The dead are: William
Thomas, a six-year-old child, aged
9 years; unidentified man; unidentified
body still partly hidden in the wreck.

Just how many cars made the long
dash down is unknown, but the esti-
mate runs nearly 60. The entire train
being heavily loaded with soft
coal. These cars were coupled together
and left standing on the old Spokane
Falls & Northern line, now a part of
the Great Northern system and used as
a storage track.

From Hilliard a long grade slopes
down to Division street in Spokane, four
miles away. About 3:30 o'clock this
morning the train began to slide
slowly down the grade.

Gaining momentum rapidly, it was
soon rushing through the city with a
tremendous force. Every switch was
clear, and so far as known, no one was
warned of its progress until it struck an
empty box car near the old Spokane
Falls & Northern depot.

In this car William Thomas and an-
other man, supposed to have been a
tramp, were sleeping. Showing this car
ahead of it as a bumper, the runaway
train swept a to Division street.

Here the track ended, but the train

RIOTING IN PEORIA.

Peoria, Ill., June 23.—(Bulletin)—Detective Murphy
has been killed by negro desperadoes. The city hall
is surrounded by a mob. The fire department has just
been called out to assist the police, and all electric
lights in centre of the city turned out.

STRATTON'S CONDUCT

WAS SCANDALOUS

St. John Moves Strong Vote
of Censure on Ontario
Minister.

Toronto, June 23.—The Gage debate
was continued today. J. W. St. John
moved the following resolution:
That the report by the commissioners was
not supported by the evidence adduced; that
the conduct of Hon. Mr. Stratton, as
shown by that evidence, was discredi-
table, corrupt and scandalous; that this
House regrets that the House, having
received a letter dated September 10,
failed to give evidence before the com-
mission, and that the commissioners did
not call Mr. Ross to give evidence; and
that the House earnestly regrets that
practices contrary to law and which
it persisted in, undermine and de-
stroy the honor and integrity of our
political life and degrade our national
life, have been justified and defended by
said commissioners.

Rickford continued the debate from
the Liberal side.

DROWNING ACCIDENT.

Quebec, June 23.—Miss Lizzie Bird,
of this city, while attempting to board a
moving pontoon at Levis wharf last
night, fell into the water and was
drowned.

PRaise FOR C. P. R.

Montreal, June 23.—The C. P. R. are
advised that the Crown Prince and
Princess of Japan have greatly admired
that railway's exhibit of Pacific steamers,
fruits, cereals, etc., at the Osaka
exhibition.

KILLED BY COMPANION.

Toronto, June 23.—The inquest into
the death of Samuel Glass, which oc-
curred some time ago as a result of in-
juries received in December last at the
Davis parking house, resulted in a ver-
dict that deceased met his death by be-
ing stabbed by a companion named
Keenard, who threw a knife at him.

WAR PREPARATIONS.

Salonica, June 23.—The Turkish war
ministry has telegraphed to the military
authorities here to prepare provisions
for 50,000 troops. A similar despatch
has been sent to Adrianople. An en-
gagement with Macedonian insurgents
is reported to have taken place at Por-
oia. The result is not known.

Don't Want the Canadians

Royal Bank Prevented From
Establishing a Branch In
Whitcomb.

Property Owners Refused to
Let Applicants Get a
Site.

Whitcomb, June 23.—The Royal Bank
of Canada has abandoned its project of
branching here, owing to the opposition
among the local business men. A pre-
judice exists here against foreign banks
located in the city, as it is generally be-
lieved in business circles that they come
here for the purpose of getting deposits
and subsequently shipping them out of
the country.

Edward O. Graves, one of the most
prominent bankers of the state, and
head of the banking firm of Graves &
Purdy of Whitcomb, was seen at the
residence yesterday evening. He said:

"Public opinion in Whitcomb is very
much exercised in this matter, and has
been manifested in the press and else-
where. The property owners so far
have refused to let the Royal Bank of
Canada have a site, and I understand
that the Canadian bank has abandoned
its intention of establishing a branch
there."

"There are many reasons why it is
against public policy to permit the es-
tablishment of foreign banks in this
country, and as a matter of fact the
local banks are the only ones where it
is permitted. For one thing, such
banks are under no restrictions as to
the way in which their deposits shall
be employed. They can and do send
them to their branches in the Dominion
of Canada, where a higher rate of inter-
est prevails than in this country, and
thus all the benefit from these moneys is
lost to the state."

"Again, under the Canadian law, their
notes are a first lien upon assets, but
they are not in circulation in this coun-
try, thus in case of a disastrous failure
the entire assets, including the Ameri-
can deposits, must be turned in reimbur-
sing Canadian note holders."

"Domestic bankers are thoroughly
identified with the community. They
belong to the most substantial and en-
lightened class of citizens, who have
invested their money in the community
where they live. The profits of
their banks are distributed among
American citizens, and chiefly among
the citizens of our own state. Managers
of foreign banks are usually aliens without
a stake in the country, moving from
point to point as directed, and the profits
of the banks go to foreign shareholders."

"Furthermore, they are not handi-
capped or taxed like domestic banks, which
gives them an unfair advantage. These
branches have little or no capital set
aside for local use, and so, notwithstanding
the large capital of the parent coun-
try, it is ineffectual to describe them as
investing in large sums of money for the
development of the country. The banks
of the state of Washington, moreover, as
their balances show, have ample funds
for all requirements."

"American banks are not permitted in
Canada unless they comply with the
Canadian law, which requires a charter
from the Dominion government, a sub-
scription of not less than \$500,000, and
other conditions, and that three-
fourths of the directors shall be Cana-
dian subjects. Thus there is no ground
of international comity under which
foreigners can ask to be permitted to do
a banking business in this state."

PRINCIPAL CAVEN IMPROVING.

Toronto, June 23.—Today Principal
Caven is improving somewhat, but is
still critically ill.

RACE MEETING AT

SHEEPSHEAD BAY

Belmont's River Pirate Captures
Swift Stake and Lowers
a Record.

New York, June 23.—Perry Belmont's
River Pirate won the swift stakes at
Sheepshead Bay today. He also broke
the track record covering the Futurity
course, seven furlongs, in 1:25. The
second fastest time in the previous time,
made by Irish Lad last year,
River Pirate had everything in his favor
as he is a noted mud runner, and the
track today suited him.

Chas. Elwood, on his good race in the
Tidal stakes, Saturday, was made an
even money favorite with River Pirate
next in demand. Chas. Elwood made
the running to the bend on the main
track when the Pirate came to the front
and won by 2 1/2 lengths. Mackey Dwyer
was third.

Infelix, from the Whitney stakes,
carrying the heavy impost of 125
pounds, won the Swift stakes for two
year olds. Coupled with his stable
companion, Mimosa, was favorite in the
betting, and after indulging Monson
with the lead to the main track, moved
out and won by a length.

Chas. Jockey club has decided to give a
suburban renewal with \$10,000 added
for horses that were eligible for the sub-
urban. The race is to be run on July
2. Entries close on the 27th.

MURDERER PAROLED.

Reasons Found for Sparring Life of a
Homicide.

Washington, June 23.—President
Roosevelt today acted favorably on the
application for executive clemency of
William Johnson alias Overman, who was
sentenced in the Western district of Ar-
kansas to be hanged for murder com-
mitted in the Indian Territory. The
sentence was commuted to life imprison-
ment by President Cleveland on account
of a doubt of the prisoner's guilt. The
former United States attorney who tried
the case recommended a pardon on the
ground that he had reason to believe the
government witnesses had committed
perjury. The prisoner will be released
on July 1.

BRITISH ARCHITECTS.

Annual Banquet Last Night Does Honor
to a Noted Architect.

London, June 23.—The annual dinner
of the Royal Institute of British Archi-
tects was given at the Hotel Metropole
tonight. Many notable men were pre-
sent, among the guests being United
States Ambassador Choate and Chas.
McKim, the New York architect to
whom the King's gold medal was pre-
sented recently by the Royal Society
of Architects. The toast to "The United
States" was proposed by the Lord Mayor
of London, who said there was a special
reason for the toast because of the honor
paid by Mr. McKim, American Amb-
assador Choate responded, and an-
nounced the work of Mr. McKim. He said
that while the United States imposed
a tariff duty on works of art, there was
no tariff on architects, who were wel-
come to the United States, where there
was plenty of scope for their work for
a thousand years to come. The toast
to the President of the United States,
which was greeted with great applause,
followed.

There are many forms of nervous de-
bility in men that yield to the use of Car-
ter's Pills. Those who are troubled
with nervousness, night sweats, etc.,
should try them.

Scrofula

It is commonly inherited.
Few are entirely free from it.
Pale, weak, puny children are
afflicted with it in nine cases out of
ten, and many adults suffer from it.

Common indications are bunches in
the neck, abscesses, cutaneous eruptions,
inflamed eyelids, sore ears,
rickets, catarrh, wasting, and general
debility.

Hood's Sarsaparilla
and Pills

Eradicate it, positively and absolutely.

This statement is based on the
thousands of permanent cures these
medicines have wrought.

"The face of my little girl from the time
she was three months old, broke out and
was covered with scabs. We gave her
Hood's Sarsaparilla and it cured her." T.
M. CARLTON, Clinton, Ontario.

Hood's Sarsaparilla promises to
cure and keeps the promise.

TURKS AND BULGARIANS.

Repeated Encounter Results in Repulse
to Ottomans.

Sofia, June 23.—It is stated semi-offi-
cially that a detachment of the Turkish
frontier guards, who crossed the Bul-
garian border at Ratak, has been repulsed
by the Bulgarians. The Turks lost
20 killed and wounded.

SMUGGLED BUTTER.

Binghamton, N. Y., June 23.—Edward
Pond and Fred Hader, of Franklin
county, were brought before Justice
Reardon today to plead to a complaint
charging with smuggling about 900
pounds of butter from Canada. They
claimed that the butter was not guilty to
guilty. They will be sentenced next
Monday.

HUNTING BLACK PIEND.

St. Louis Mob Seek the Perpetrator of
a Double Crime.

St. Louis, June 23.—Two women, one
white and the other colored, were as-
saulted and left for dead near East St.
Louis, this afternoon, and a posse is
looking for a negro described by one of
the victims. If he should be caught, it
is believed there will be a lynching.

GOVERNMENT OWNERSHIP.

Toronto Merchants Ask For Public Line
From Winnipeg to Quebec.

Toronto, June 23.—The Board of
Trade today placed itself on record as
favoring the construction by the Domi-
nion government of a line of railway
between Winnipeg and Quebec, with
running rights to all railways who may
wish to use it.

BARCELONA STRIKE.

Situation Growing More Alarming and
Heavy Patrols on Duty.

Barcelona, June 23.—The strike situa-
tion here is growing more serious. Se-
veral thousand more laborers left their
work today. Many factories are closed
and ships are unable to leave the ports
for lack of fuel. The city is heavily
patrolled by gendarmes.

ST. JEAN BAPTISTE.

Unveiling Bourget Monument at Mon-
treuil Marks Annual Celebration.

Montreal, June 23.—The French-
Canadians of Montreal tonight com-
menced celebrating the fete of St. Jean
Baptiste, which will be marked by the
unveiling of the monument to Mr.
Bourget, the second Bishop of Montreal,
who will be commemorated for the edu-
cational institutions he established.

SIR JOSEPH PEASE DEAD.

Well Known English Mine Owner and
Railroad Man Dead.

London, June 23.—Sir Joseph Whit-
well Pease, Bart., member of parliament
for Durham city, and chairman of the
Northeastern Railway Company, died
suddenly today of heart failure.

Sir Joseph Pease was a son of the
late Joseph Pease, a well known coal
and ironstone mine owner of Darlington.
He was born in 1828 and privately edu-
cated. He was elected in 1865 for South
Durham in the Liberal interest, which
constituency he represented until 1885,
when he was elected from the Barnard
Castle division of the county. In 1886
he was re-elected without a contest, and
in 1892 and in 1895 he was again re-
turned at the head of the poll.

COMPROMISE REACHED.

Serious Opposition to the Irish Land Bill
Will Be Withdrawn.

London, June 23.—A compromise
was reached today between the Nationalist
landlords and government, whereby
serious opposition to the Irish Land bill
is withdrawn, and serious and vexatious
difficulties arise, the measure, which comes
up again in the House of Commons to-
morrow, is likely to be speedily passed.
The compromise consists in the land-
lord's acceptance of an amendment to
Clause 1, extending the purchasing
rights of the tenants.

RACES AT GRAND FORKS.

Many Entries From All Parts of In-
terior and Good Sport Assured.

Grand Forks, June 23.—In addition to
the official programme for July 1 and 2,
already published, the committee of the
local race track have arranged for a
special trot or pace on July 1, for pacers
eligible for the 2:20 class and free-for-all
trotters; distance, one mile; heats, three
in three, prize \$300. This race has al-
ready been won by a horse named Spokane
alone numbering six in this class mak-
ing it one of the best races of the meet-
ing. A special prize of \$100 will be
paid the owner of the horse winning a
heat in 2:17 or better. Advertisers from
Spokane, Cheney, Davenport, Walla
Walla, Roseland, Okanagan and other
points indicate at least 25 gallopers will
compete in the running events.

FIRE IN WETASKIWIN.

Particulars of Blaze That Did Two
Hundred Thousand Dollars Damage.

Winnipeg, June 23.—A very disas-
trous fire broke out in Wetaskiwin this
morning, and before the efforts of the
hard-working people, assisted by the
rain, had resulted in putting out the
fire the havoc wrought amounted to
\$200,000. Last night the Clara Hamner
Company played in a hall above the gen-
eral store of Herrie & Co., and fire broke
out there this morning at 2:30. The
stores burned are: Patenaude's livery;
Criterion hotel, Driand hotel, John
West's two stores, Bassange's book
store, N. C. Schmidt's liquor store (partly
burned), McManis' real estate office, and
some other offices. Another fire, in-
volving losses are: Herrie Co., \$34,000, covered
by \$14,000 insurance; Clara Hamner
Co., total loss, \$3,000; Patenaude's liv-
ing, \$75,000; Driand hotel, \$10,000; in-
surance of \$5,000; W. R. Mendenhall,
the owner of the Driand hotel loses \$13,
000, insurance \$8,000; West's general
store, \$90,000, insurance covers half;
W. J. McKinnon's office, \$500, no in-
surance; G. H. Bassange book store, \$4,
000, insurance, \$2,200.

TOURIST RESORTS

FOR TOURISTS AND CAMPERS

Goldstream, only eleven miles from Victoria, on the E. & N. Railway.
Excellent Accommodation at the
GOLDSTREAM HOUSE
Reasonable rates. Frequent train service at reduced rates.
JAMES PHAIR, Proprietor.

COLWOOD HOTEL
Percy G. Clark, late of Duncan.
Has taken over this popular resort and is now open to receive guests for the
summer. Strictly first class. Every convenience for families. Beautiful
drives. Good fishing, hunting and bathing. Only 6 miles from Victoria, B.C.
Nothing But the Best.

SHAWNIGAN LAKE HOTEL

Strictly First-Class, Modern Tourist resort. Every convenience for families.
Detached 5-roomed Cottages, completely furnished for housekeeping, to rent
by week or month at reasonable rates.

Mrs. Koenig, Proprietress

HOTEL ST RATHCONA

Shawnigan Lake.

NOW OPEN FOR THE

RECEPTION OF GUESTS

Electric Launch, Pleasure Boats,
Fishing, Tennis, Croquet, Etc.

HENRY MOXON, Manager

POINT COMFORT HOTEL

Halfway between Victoria and Vancouver. Sea bathing, boating and fishing. Lovely
walks and drives. Hot salt water baths, good camping and picnic grounds. Wharf
at hotel. Leave from Victoria at 1. Take C. P. N. boat Tuesday and Friday.
For terms address E. MAUDE, Marne, B. C.

Lakeside Hotel...

The famous Tourist Resort of B. C.,
unexcelled for fishing and shooting,
grand scenery. Boatmen and guides can
be secured at the hotel. Stage leaves
Tzouhalem hotel, Duncan, Mondays,
Wednesdays and Fridays.

COWICHAN LAKE

Price Bros., Props.

THE GORGE HOUSE

At The Ferry Landing.

Pleasant, beautiful, shady grounds, fishing, bathing and boating.
All kinds of soft drinks and best wines, liquors and cigars always kept.
Steam Ferry Kootenay every half hour.

Mrs. C. Marshall, Proprietress

THE GORGE HOUSE

At The Ferry Landing.

Pleasant, beautiful, shady grounds, fishing, bathing and boating.
All kinds of soft drinks and best wines, liquors and cigars always kept.
Steam Ferry Kootenay every half hour.

Mrs. C. Marshall, Proprietress

THE GORGE HOUSE

At The Ferry Landing.

Pleasant, beautiful, shady grounds, fishing, bathing and boating.
All kinds of soft drinks and best wines, liquors and cigars always kept.
Steam Ferry Kootenay every half hour.

Mrs. C. Marshall, Proprietress

THE GORGE HOUSE

At The Ferry Landing.

Pleasant, beautiful, shady grounds, fishing, bathing and boating.
All kinds of soft drinks and best wines, liquors and cigars always kept.
Steam Ferry Kootenay every half hour.

Mrs. C. Marshall, Proprietress

THE GORGE HOUSE

At The Ferry Landing.

Pleasant, beautiful, shady grounds, fishing, bathing and boating.
All kinds of soft drinks and best wines, liquors and cigars always kept.
Steam Ferry Kootenay every half hour.

Mrs. C. Marshall, Proprietress

PATRONIZE HOME PRODUCTS

WHITE SWAN SOAP, per cake..... 5c.
 MIDDICATED FINE TAR, per cake..... 20c.
 HOME RUB SOAP, bar..... 25c.
 WASHING POWDER, 3 bars for..... 25c.

FRED GARNE, JR.

Cor. Yates and Broad

Shippers Talk
Of Freight RatesAn Important Meeting of the
Chamber of Commerce Yesterday Evening.Plan to Form a Shippers' Association Is Strongly
Endorsed.

Yesterday evening's meeting of the Chamber of Commerce was one of the most important in its history, the members being joined for the occasion by a deputation from the shipping interests in a discussion of matters of vital importance to the latter. The question of the formation of a Shippers' Association was debated at length, and much was made toward the point aimed at. It was decided to appoint a special committee to gather further information and report at another meeting to be held shortly.

President Carter occupied the chair, and there was a good attendance.

George Snider and James Martin were elected members of the Chamber.

George Wingate of Santa Barbara, Cal., asked for supply of pamphlets regarding Victoria. Referred to Tourist Association.

Senator Templeman forwarded return giving all information possible regarding the appointment of a transportation commission. Referred to the Transportation committee.

W. J. Pender invited the members to visit the soap works on Wednesday afternoon. Accepted with thanks.

Major Nicholls reported having a vessel in view for the Hardy Bay route.

For the Transportation committee, Phil R. Smith reported having interviewed leading firms regarding the formation of a Shipping Association and found that the general impression was that the time was ripe for such a move.

The president welcomed the merchants who had attended the meeting not being members of the chamber, and hoped that the importance of the question would be realized by all. All were aware that discrimination in the matter of freight rates had been practised. They were assured by Mr. Bosworth that the matter would be remedied, but as they had had promises in the past, it seemed better to organize for the protection of their interests. The individual shippers could not expect to gain much by working single-handed—a combined effort was necessary. It had been suggested that when the association was formed the services of an expert freight agent should be secured, one who would place all orders with the railway company giving the best service. He would also attend to the adjustment of shortages, overcharges, etc.—thus ensuring the more prompt settlement of claims.

For the better understanding of the question under discussion, the secretary read the report of the Transportation committee in full. It has already appeared in this column. If any were in a position to take the matter in hand was then made.

Secretary Morley, who had interviewed the merchants, reported having found the wholesalers opposed to the suggestion of appointing an expert freight agent—but the general opinion was that organization was necessary.

S. J. Pitts realized that the question was of great importance—but it could only be successful if all the wholesalers joined in the movement. If any were to remain outside they might get certain advantages not given the others. So far as the C. P. R. was concerned, he did not think it expedient at the present time to take an attitude, but to support it as it was for the first time in years showing a specially friendly spirit to Victoria.

Harrie Ross was in hearty accord with the movement and suggestions which had been made.

Herbert Kent thought a committee of the kind would be a deal of good, but he agreed with Mr. Pitts that the present was an inopportune time to bring pressure upon the C. P. R.

The secretary thought it was unfair to suggest that the C. P. R. was specially friendly to Victoria.

Mr. Grant thought the movement a most important one, and he advanced many reasons why in his opinion a committee should be formed at once.

Mr. Nicholls of Salt Spring Island, said transportation to that point had been very bad of late, and some remedy was very urgently needed.

Mr. Pauline, of John Piercy & Co., thought it most important that better communication should be maintained with the islands and on the West Coast. Vancouver was getting the trade of the latter by way of Hardy Bay. He did not think the securing of an expert freight agent would prove altogether a bad thing.

Major Nicholls cited the manner in which the people of Seattle had stood together to force the N. P. R. to build from Tacoma. In his opinion, it was an opportune time to try and get some good work for the C. P. R. A bold front should be shown and their demands would be granted.

Mr. Matthews thought the C. P. R. ought to remit the overcharges more promptly than it was now doing.

Charles Hayward congratulated the Transportation committee on their excellent report and he agreed in the main with the arguments presented. He could not agree with Mr. Pitts that the time was inopportune to attempt to get better terms from the C. P. R. On the other hand, a committee might be able to indicate in a solid fashion that Victoria appreciated the interest and service of the C. P. R. towards Victoria. He urged that the good work be continued. (Applaud.)

Mr. Newton, of the Moller Paint Co., favored very strongly the formation of a Shippers' committee—it could not fail to do good work for all interested.

Mr. Williams agreed entirely with the remarks of Mr. Hayward.

Mr. Carter closed the debate by thanking those present for the keen interest manifested in the question. Apparently the consensus of opinion was that a committee should be appointed.

It was decided to appoint a committee

to inquire further into the matter, and the following were named—Major Nicholls, Messrs. Newton, J. Kingham, Harrie Ross and Phil R. Smith.

Mr. James Martin explained the situation in respect to the sealing industry. The United States was trying to interfere with the sealing industry by the passage of a bill to abolish pelagic sealing. If this were done it would throw the entire business into the hands of the American monopoly. This would be a very serious thing for Victoria. A counter-pelagic was being gotten up which, by his request, the secretary read.

Phil Smith moved the following resolution:

Whereas, this chamber has reason to believe that powerful influence is being brought to bear, or will soon be brought to bear, upon the Imperial government of Great Britain, and that the result will be to secure the abolishment of pelagic sealing under the British flag;

And whereas, the sealing industry being of great importance as a source of revenue to the city of Victoria, its abolishment would prove a serious blow to the business interests of this community. Be it therefore

Resolved, that this chamber endorse the petition of the masters, mates and crews of the various sealing schooners of Victoria, to His Excellency the Governor-General for the protection of the sealing industry, and that the president and secretary of this body be and are hereby instructed to sign the said petition on behalf of this chamber, and to sign the same individually in his own behalf.

Mr. Grant seconded the resolution, which carried unanimously; and the petition was unanimously signed.

The meeting then adjourned.

TOWN OF MORRISSEY.

Thuring Coal Mining Centre of the Crow's Nest Country.

Morrissey Mines, B. C., June 23.—The Crow's Nest Southern, which was completed last year into Southeast Kootenay from Jennings, Montana, terminates at Morrissey Mines. This road is a branch of the Great Northern and was built for the purpose of tapping the coal measures at this point.

The town of Morrissey Mines is situated a short distance down the valley from the mines, which are owned and operated by the Crow's Nest Pass Coal Company, Limited. Five large hotels are being erected. Electric lighting and waterworks will be installed.

At the mine itself hundreds of men are at work getting out the black diamonds, and between 700 and 800 tons of coal are being shipped daily to the United States, for operating the mines of the Great Northern system. J. J. Hill wants all the coal he can get from here, and to this end he is a very heavy shareholder in the Crow's Nest Pass Coal Company, Limited.

Between the mines and the town 250 coke ovens are in course of construction, at a cost of about \$250,000, upon completion of which work will be started on 500 additional ovens, which will increase the capacity of the plant to 1,000 ovens.

The town is backed by a large payroll, which will increase as development proceeds.

The coal areas extend for many miles, and, although assuming considerable proportion, the coal mining industry here is yet in its infancy.

Across Morrissey creek from the Crow's Nest Company's mines, the Dominion government reserve of 50,000 acres of coal land begins, and when this is opened up another large industry will add to the prosperity of this section.

MINES AT PHOENIX.

Vigorous Work in Developing the Many Fine Properties of Camp.

Phoenix, B. C., June 23.—The tunnel on the Blue Jay, work on which has been proceeding for some months, is now in an even 200 feet, the last few feet being in the ledge, which shows good ore. The property is under lease and bond by Morrison & Edwards, and is one of the old locations in that camp, being located at the extreme end of the log bog on which the Old Ironsides and Knob Hill mines are situated.

At the mine itself hundreds of men are at work preparing to ship surface ore, if possible. The ore will be hauled by a conveyor to the Winnipeg mine, and thence shipped to the Montreal & Boston Copper Co.'s Sunset smelter at Boundary Falls, which concern is understood to have some interest in the work now going on at the Atholstan.

At the same time the new 150 ft. p. electric hoist, the largest of any kind yet installed in the Boundary, is now about ready for use, the timbering of the main incline 300 foot shaft having been completed and other details finished. The hoist will be in operation in a day or two. The force at the Show-house continues to be about 100, and the shipments run about ten to twelve cars of ore daily.

At the Granby mines the force has been reduced slightly of late, owing to the fact that the furnaces are in operation at the company's smelter. An auxiliary coke supply is now being begun to come in, however, a third and perhaps a fourth furnace will be placed in operation in a day or two, when the force at the mines will again be somewhat increased.

English Willow Chairs at Weller Bros., in good strong, comfortable chairs for \$7.50, see them in our Broughton street window.

Pock's "Bells." In the original manuscript, was recently sold at auction in Philadelphia for \$2,145. This was \$2,100 more than the price received for the manuscript and the publication rights half a century ago.

TRIED MOTHERS.

It's hard work to take care of children and to cook, sweep, wash, sew and mend besides.

It takes a shop of the home—a shop where sixteen hours make a day and yet there is much working overtime.

House Sarsaparilla helps them in their house work that refreshes the blood, improves the appetite, and assures restful sleep.

Two cases English Norfolk suits, with hangers or long trousers, just to hand. B. Williams & Co.

Japanese Rugs in Rich Oriental Colorings, and a limited number of blue and white ones for parlors, Bathrooms, etc., also a line of solid linen baskets manufactured by the clever little people of Japan. Weller Bros.

Pembrokeshire
Has been Floated

Big Steamer is Now at Shanghai Being Repaired—Was Badly Damaged.

Mutiny on British Steamer—French Steamer Founders, With Loss of Life.

The steamer Pembrokeshire has been saved and is in dock at Shanghai, and to be repaired by the Empress.

The North China Daily News says the huge and battered bulk of the steamship Pembrokeshire, which recently ran aground on the Saddle Rocks near Shanghai, now lies in the Cosmopolitan dock.

Great jagged tears show the shattered framework of her bows. The fact that what appears to be the worst result of all was caused not by the original crushing on the rock, but by the blasting operation found necessary in order to release the vessel detracts nothing in admiration from the skill which must have been exercised to save her from being a total wreck.

With all her heavy cargo and added weight of water placed in the stern, the Pembrokeshire was tugged off the rock and towed, bows high in air, into graving dock. There, where Chinese workmen are busily preparing to strip off the damaged plating, which for all its solidity has been treated as though it were just tin—it is possible to see how easily when tugged and towed into the graving dock into unwilling contact the ship is bound to get the worse of the encounter.

The Pembrokeshire appears to have struck her rock and on that, though steaming at slow speed through fog, to a torn way over it for nearly a third of her length. Expert opinion is given that the damage done to the hull is not so much severe; as things are the more malleable steel was pierced and rolled up and pulled safely out of its position.

For four months at least the steamer will be clanking to make her fit for sea again. The mishap has shown that at this time of the water-tight bulkheads, with which the Pembrokeshire as a comparatively new vessel, is provided.

CREW MUTINIED.

And Threatened the Life of Master and Chief Engineer.

News was brought from Manila by the steamer Empress of China that the crew of the British ship Albion mutinied and threatened to take the life of Captain Peterson and the chief engineer. Twenty-eight of the crew were brought ashore and lodged in the San Fernando police station. The British consul will try the men for insubordination and the serious crime of mutiny.

On the morning of the 10th May, at 8 o'clock the crew of the steamer refused duty in a body and when ordered back to work they attacked the chief engineer with mallets, hammers and iron bars. The men had virtually run a-muck. The chief engineer, who received the first and most serious injury, was injured, and the men on shore, when Captain Peterson, the ship's officers and Customs Inspector William came to his assistance. The rescue party drew revolver and succeeded in forcing the men into the after part of the ship.

The trouble grew out of two causes: the first and principal complaint being the desire of the crew to be paid off, and allowed to land in Manila. The second grievance was the question of meat. The crew being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

At one stage of the mutiny a general alarm of fire was sent broadcast over the waterfront, which stated that the crew had set fire to the ship. Several launches hurried to the ship's side, only to find that it was a false alarm. At half-past eleven the chief engineer hoisted the signals D and A, a white ensign, and the crew, being all Mahomedans, desired to kill their own beef and refused to eat that which was brought aboard from Manila.

BUDWEISER

To guard against
imitation the
word
Budweiseris branded on
the corks of all
bottles of original Budweiser.
Accept no imitations of the
"King of Bottled Beers."Orders promptly filled by
R. P. RITHET & CO., LTD., Wholesale Dealers, Victoria.

BIG SPECIAL SALE

OF LADIES' BLOUSES AND WASH SKIRTS, FROM NOW ON.

COLUMBIA HOUSE - - 81 DOUGLAS STREET

MRS. M. A. VIGOR

CURSE OF
DRINKIF ANY MEMBER OF YOUR FAMILY DRINKS,
the taint of drink can be removed permanently by
giving Tasseles Samaria Prescription secretly in
food or drink. Fulling instructions. Free sample.
Testimonials, price sent on demand. Write SAMARIA
REMEDY CO. 37 E. 12th St. N. Y. N. Y.

BATHING SUITS AND TRUNKS

Bath Towels.

Soft Shirts for Hot Days

ARTHUR HOLMES, 78 YATES STREET,
CORNER BROAD

TYEE COPPER CO.

SMELTING WORKS AT

LADYSMITH

PREPARED TO PURCHASE ORES. CONVENIENT TO THE ESQUIMAULT &
NANAIMO RAILWAY OR THE SEA.

CLERMONT I. VINGSTON, MANAGER

THE CANADIAN BANK

OF COMMERCE.

WITH WHICH IS AMALGAMATED

THE BANK OF BRITISH COLUMBIA

HEAD OFFICE, TORONTO.

Paid-up capital \$ 7,000,000

Reserve 3,000,000

Aggregate resources exceeding 78,000,000

HON. GEO. A. COX, President. B. E. WALKER, General Manager.

London Office, 60 Lombard Street, E.C.

The Bank has 104 Branches well distributed throughout the Dominion and elsewhere, including the following in British Columbia and the Yukon Territory:

ATLANTIC, KAMLOOPS, NANAIMO, VANCOUVER,

CRANBROOK, KAMLOOPS, NANAIMO, VANCOUVER,

DAWSON, KAMLOOPS, NANAIMO, VANCOUVER,

FERNIE, KAMLOOPS, NANAIMO, VANCOUVER.

BRANCHES IN THE UNITED STATES

NEW YORK, SAN FRANCISCO, PORTLAND, SEATTLE, SKAGWAY.

Every description of banking business transacted. Letters of credit on all parts of the world. Exceptional facilities for handling gold dust.

SAVINGS BANK DEPARTMENT.

Deposits of one dollar and upwards received and interest paid at current rates.

VICTORIA BRANCH.

GEORGE GILLESPIE, Manager.

WOMEN'S AUXILIARY SOCIETY.

Business in Connection With Jubilee Hospital Transacted at Meeting.

The executive of the Women's Auxiliary Society, P. R. J. hospital, met yesterday at the City Hall, there being present the president, president-elect, ten members and the secretary.

The minutes of the last meeting were read and approved, and also the report of the committee appointed to meet with the committee from the Board of Directors to advise the hospital, and to urge the erection of the children's ward. This report will be embodied in the annual report to be read before the general meeting of this society, called for Monday next, at 2 p. m., at the City Hall. Notices will be issued for this meeting to all members of this society, and it is earnestly hoped that all who are interested in the hospital will be present.

A discussion ensued as to the best method of collecting members fees. All members expect to be canvassed, but there has been great difficulty in collecting the fees of the members who are away from home. It is hoped that a more thorough system of canvass can be carried out next year.

The executive is asked to remain after the close of the annual meeting on Monday, when elections will take place by ballot. This is considered the fairest and most impersonal way, besides being the proper "parliamentary order" for officers and staff of the hospital, and of the hospital at the time of the election.

The ladies were invited to interest themselves in the annual flower service under the auspices of the Daughters of Pity, fixed to take place on Sunday afternoon, June 28, at 2 p. m., at the City Hall. The ladies will conduct the service, and Mr. Herbert Taylor, with the St. Andrew's Presbyterian choir, has most kindly undertaken the musical arrangements.

An affectionate letter was read from the late mother, Mrs. Burnett, to her many friends in the society.

The ladies were reminded of the annual meeting of the Board of Directors on Tuesday next at 4 p. m. at the City Hall.

JUBILEE HOSPITAL BOARD.

Meeting

The Colonist.

WEDNESDAY, JUNE 24, 1903.

PUBLISHED BY
The Colonist Printing & Publishing
Company, Limited Liability.
No. 27 Broad Street, Victoria, B. C.
A. G. SARGISON, Managing Director.

\$25.00 REWARD.
The above will be paid for information
that will lead to the conviction of any one
stealing "The Colonist" from a subscri-
ber's door. Subscribers missing their
paper, or where paper is not delivered on
time, are requested to notify the business
office. In case of non-delivery a second
copy will be delivered free of charge.

MONGOLIAN IMMIGRATION.

We are told by the Victoria Times that the Conservatives of British Columbia do not admire the legislation of the Laurier government to restrict Mongolian immigration. In the first place, it may be said that we have yet to learn that Sir Wilfrid Laurier has passed any legislation to restrict Mongolian immigration. A Bill has been passed to increase the head-tax upon Chinese. But though all Chinese are Mongolians, all Mongolians are not Chinese. Sir Wilfrid Laurier makes a distinction between Chinese and Japanese which, so far as their immigration affects this province, is not recognized in British Columbia. The provincial policy is one of the exclusion of Mongolians, the Laurier policy is one of the substitution of Japanese for Chinese. What Sir Wilfrid Laurier said in introducing the Bill increasing the head-tax on Chinese was this: "Now with regard to Japanese immigration, the same prejudice, I am sorry to say, exists in British Columbia concerning the Japanese as the Chinese. I say I am sorry for it, because for my part I make a distinction between Japan and China. Japan is one of the rising nations of the present day. It has shown itself to be very progressive. It does not seem to me at all doubtful that within a short period Japan will have placed itself within the forefront of the civilized nations of the earth." He then went on to say that action against Japanese had been rendered unnecessary by the action of the Japanese government, a point upon which we respectfully differ both from the Mikado of Japan, who apparently governs Canada in this regard, and from his viceroy, Sir Wilfrid Laurier. Mr. R. L. Borden immediately got up and made a stalwart fight for the provincial rights of the province of British Columbia. He asked why the Natal Act passed by British Columbia had been disallowed. Sir Wilfrid Laurier replied that it was because "if they were to continue to apply these restrictions to Japanese laborers as well as to Chinese, we thought such legislation would come into conflict with our views upon the obligations which rested on Canada as part of the British Empire." Mr. Borden immediately asked whether there was "any good reason why British Columbia should not exercise the same rights in regard to legislation of that kind as are at present exercised by the colony of Natal?" Sir Wilfrid Laurier, in complete contradiction of what he had said a few minutes before, replied: "The reason seems to be a very obvious one. The action taken by the Canadian government in this matter was not dictated solely from the point of view of Imperial interests, but solely from the point of view of Canadian interests. The geographical relation of Canada to Japan is very different from the geographical relation of Japan to Natal. We intend to have a trade between Japan and Canada. We intend to bring about a development of the relations which exist between our people and their own people." and so on. This brought from Mr. Borden one of the severest castigations to which any Prime Minister was ever subject. "It almost seems to me," he said, "that the right honorable gentleman in the attitude he has taken, is constituting this government as a court of appeal from the British Columbia legislature. Assuming, as we have the right to assume, that this legislation was within the competence of the legislature of British Columbia, my right hon. friend, nevertheless, suggests that because they did not really understand their own affairs, this government has the right to reverse their legislation. Upon what grounds? Because Japan is a neighboring nation, and because we may expect to have some trade with that country in the future. . . . If it is a good reason for disallowing such legislation that we are to have a trade with Japan, that circumstance might also be a reason for asking the Japanese to revoke the restriction which they have made, and if the probability of trade is made a good ground for disallowing this legislation, why is it not a good ground for rejecting the legislation which the right hon. gentleman is introducing now, because, I suppose, we have as good reason for supposing that we will have a trade with China as Japan? . . . I would think that the considerations, if they are purely Canadian considerations, which he has put forward, are not a sufficient justification for the action which he has taken, and if there are more than Canadian considerations in question, if there are Imperial considerations in question, then I repeat again, as I said before, that I know of no Imperial interest which touches this legislation emanating from the province of British Columbia which does not equally touch the legislation which has been enacted in the colony of Natal and in certain of the Australasian colonies." With what deadly skill Mr. Borden has here exposed the duplicity and chicanery which have characterized the Laurier government on this question, and how amply he has placed the Conservative party on record as sustaining the colonial policy of the province of British Columbia. The quotations given above are

from Hansard. There is a cold lunosity about Hansard not to be clouded by platform or newspaper rhetoric. These are the cold facts giving the attitude of Sir Wilfrid Laurier, on the one hand, juggling with the vital interests and deepest feelings of British Columbia both on the Mongolian question, and on the question of provincial rights and the attitude of the Conservative party, on the other, logical, true and pertinent to the real issue raised. By the way, we should like to hear some more about that correspondence with the Imperial government, which the Times mysteriously alluded to on this question of disallowance. We say most emphatically that no correspondence from Downing Street recommending the disallowance of the Natal Act, or any act embodying its principles, is in existence. For that action the Laurier government must take the responsibility, and we shall take great pleasure during the coming campaign in driving it and its consequences home upon them.

A TEST COMING.
Every authority is agreed that the era of soaring prices, stock exchange speculation, and industrial consolidation is over for a time. By simply printing slips of paper, enormous amounts were added to the capital upon which numerous industrial concerns have to pay dividends. Some of this capital was represented by real value in the shape of actual economies in management and of renovated plants, but by far the greatest proportion of it represented nothing except the willingness of the public to invest their savings in gaudily decorated slips of paper. A great number of shares have sunk away to next to nothing, and bonds bearing, or rather not bearing, good rates of interest, have become unsaleable except at very heavy discounts. The real merit of many of the combinations made during recent years is about to be tested. Union is strength no doubt. A number of manufacturers combined in a Trust should be able to stand adversity better than the same manufacturers as individuals engaged in cut-throat competition. That would be so without question if it were not for the conditions under which many of these trusts have been organized. They are no longer in the hands of business men with their names and reputations to protect, ready to bring all their resources to bear to save the ship. They are in the hands of stock manipulators, whose idea of profit is to exchange shares which have cost them nothing, for the money of the small investor, and who are only too ready to stand away from the crash, if they think one is coming. Furthermore, in the rush to earn dividends, or to appear to do so, upon unduly large capital, costs have been neglected and personal direction replaced by system, which is all very well in some things, but does not apply to all. The beginning of the end of a lot of these companies is apparent in the fate which has overtaken Mr. Schwab's United States Ship-building Company. This company was formed to place the United States in the lead in the ship-building industry. The millions of capital involved make one dizzy to read about them. Today, however, the value of the shares is about one cent, on the dollar, and the first mortgage bonds and second mortgage bonds represent a graduated scale of nothingness. So much for this corporation which attacked the problem of ship-building with unlimited capital on paper. Sinister rumors are also afloat regarding the Morgan Steamship Combine. It is well known that the failure of investors to absorb the inflated securities of this concern was covered up by banks and syndicates who came to its rescue. These banks and syndicates have never had a chance to unload the mass of securities they took temporary charge of. The market has gone worse and worse, instead of better. Now the Cunard company has shown distinct indications of ignoring its unwieldy rival at a time when the Combine can hardly face the natural causes likely to diminish its earning power. The companies consolidated into the Morgan company have a value, of course, but that value is nothing like the face value of the securities on which they have to earn dividends, and these securities are a drug on the market. If, through lack of credit, the Combine is unable to keep up and improve its steamship lines, competition will begin in most unexpected quarters, and the mastery of the sea by the power of combination and the unlimited issue of paper, will have passed away like an iridescent dream. The combinative tendency in industry and transportation is a phenomenon in modern organization which must be recognized as inevitable and, if properly used, beneficial. But its first manifestations have led to a wild orgy of share speculation from which a reaction must result. That reaction will test the merits of many overblown industries and will sift the good from the bad. The breaking of millionaires on paper will be found to be just as rapid and certain, as their creation when public confidence was at its height. One result to which we may look forward with a certain amount of complacency will be that when the combination and inflation of existing industries goes out of fashion, the accumulated capital of the world will turn again with a greater degree of favor to the virgin resources of new countries. In field, forest and mine, men will find the real value which they could not go on indefinitely increasing from workshops and factories.

CONSERVATIVE MEETING.

Tomorrow night the meeting of Liberal-Conservatives adjourned from last Thursday will be reconvened in the A. O. U. W. Hall for the purpose of electing an Executive committee and completing the work of organization and the enrolment of members. A great deal of success in campaign work depends on the cohesion and working force contained in the party's local executive. There is no part of the organization more important than this. It is to be hoped therefore that there will be a large attendance and that a thoroughly representative committee from all sections of the party will be chosen. To be a member of a campaign executive is not an honor; it is an obligation. It makes demands on time and energy which must be loy-

ally met if the party is to be successful. Workers are needed upon the Executive committee of the Liberal-Conservative party. The party goes into the present fight in British Columbia with good hopes of success. But success does not alone depend upon a good cause and good speakers and good meetings; it depends very largely upon patient and painstaking organization work. Too much stress cannot be laid upon this feature of the campaign. We have a new alignment of parties in British Columbia. Old political associations are to some extent broken up and resolved in the crucible of progress. Men who have hitherto been opposed to one another are now united, and men who have hitherto been united are on opposite sides. This affects very largely those who have taken a special interest in politics. But the great mass of the voters are ready to judge of either party by the apparent capacity it shows during the campaign to order its affairs for the benefit of the province after the election. Here is a great opportunity for the Liberal-Conservative party. It is sure of itself, of its principles, and of the ability of its leading men. But it requires loyal service, hard work and the suppression of personal ambition among its adherents to make certain that its opportunity will not be marred. Throughout the province in general and Victoria in particular, it is not looking for these qualities in vain. It is a credit to the party, the way in which old animosities are being buried out of sight and out of memory. It is more than a credit to the party; it is an assurance of victory at the polls.

PROVINCIAL PRESS.
Road superintendent, Mr. A. Stevenson, of Lytton, stopped at Ashcroft on Monday, long enough to remove a dangerous obstruction from the highway, and to bring against one of the piers of the bridge. But for Mr. Stevenson's timely appearance much damage might have resulted. He knows how to remove such obstructions, and that in quick order.—Ashcroft Journal.

A small tornado swept over the city last Friday afternoon, and while no lives were lost, the lightning and the heavy wind and rain caused quite a panic for some time. Three ice blocks on the lake shore were entirely swept away. One of them was torn by Spike Sullivan, who made a desperate effort to save his belongings, but only succeeded in saving his bicycle. A large house, situated near the sampler and belonging to the Kootenay Ore Co., Ltd., was struck by lightning and set on fire, but was speedily extinguished before much damage was done.—Kaslo Kootenai.

A bush fire has been smouldering for the past three weeks one-half mile below Fernston and no serious consequences were feared until the extreme heat of the past week dried the brush and fallen timber until it was like tinder. A strong breeze having arisen on Tuesday, the fire assumed large proportions and cut a wide clear swath as it swept down upon the town. A large number of townsmen took buckets and water, and in a few minutes the fire had been brought under control. Had action not been taken at once there is little doubt but that the town would have been but a name.—Ladner Eagle.

The experiments conducted by Prof. Parks with the low grade ores of the Arlington mine assures that property a plant that will save at least 55 per cent of the silver value. The new treatment is a modification of the electrolytic system, with the assistance of electricity, and has proved so successful as to warrant the idea of having the process patented. Besides saving a large percentage of silver, it will save 97 per cent gold values and will effect a saving of from \$5 to \$7 for the present cost of treating the Arlington ores.—Sandon Mining Review.

The idea of a Sunday excursion to Bonanza Ferry, Idaho, has evidently taken with the public as many names have already been handed in to Mr. Keller, at the Hume hotel. As already stated, the trip will be undertaken under the auspices of the Knights of the Golden Horseshoe, and every effort will be made to make an affair a success. Arrangements are being concluded for good music on the steamer "International," during the trip down and back, and the Hudson's Bay Company contingent have arranged for a game of quarts on board and have challenged all comers. The steamer will leave Victoria at 5 a. m., returning to the city about 11 p. m.—Nelson News.

Editor McKelvie, of the Vernon News, has been given an appointment in the jail at Vernon. He has resigned his position as editor of the News, and is now in the place of prisoners (if there ever are any) will be as musical in his ears as the cheerful cry of "camp" from the prisoners.—Armstrong Advertiser.

PRESS COMMENT.
The judgment rendered in the Gamble case is perhaps the most peculiar case of special pleading from the bench ever rendered in this country. Perhaps of the most flagrant character marked the case from end to end, and despite the heavy coat of whitewash which has been so liberally applied, no reputable citizen, regardless of his political faith, can be satisfied with the record. It is decidedly satisfactory to those who have never been a party to any scandal in connection with the Canadian tariff in its whole history where so much unblushing mendacity has been made manifest as in this Gamble case. It has disgraced the whole province.—The Sportsman.

A servant girls' union, recently formed at Holyoke, Mass., has passed these resolutions: "No Sunday night suppers will be prepared. No work will be done in the kitchen between 7:30 p. m. and 5:30 a. m.; no ladies will be 'bumped' between acts of ordinary housework. No children will be allowed in the kitchen; each girl shall have three nights out per week. The document goes on to assert that \$5 per week will be paid for each girl, and that the front door must be available for the 'company' of the 'ladies,' as well as an apartment with a bath, and that the kitchen to be used as a reception room.—Portland Oregonian.

Consul-General Mason of Berlin, in a recent report gives the composition and effects of sanodin, the new remedy for consumption, which has had a careful trial at Berlin, and which is said to be a remedy for consumption with good effect, and that consumptives coming from a distance to reside among the eucalyptus groves were benefited. On this kind chemist compounded pulverized eucalyptus leaves and essential oil of eucalyptus with powdered charcoal and four per cent of quinine, and gave his mixture the name of "sanodin."—Baltimore Sun.

The United States ambassador at St. Petersburg corrects the published report that he said on his arrival there that "Russia was in Manchuria to stay." The correction, as given out by the State Department, was that not "Russia," but the Eastern Chinese railway was in Manchuria to stay, and that the distinction is of no little difference that the assurance will not satisfy either Britain, Japan or the States. The terms Russia and Eastern Chinese railway may at the moment at least be regarded as synonymous terms.—Ottawa Free Press.

A NEW DEPARTURE.

(Ottawa Citizen).
The inspection of the 42nd regiment by Lieut.-Col. Hodgins on Monday evening was notable because it marked the establishment of a new standard of efficiency in the inspection of troops. The standard of efficiency, hitherto the inspection, particularly of infantry regiments, has been a trial and error system. The new standard of efficiency, which will be the standard of the future, is a system of inspection which will be a trial and error system. The new standard of efficiency, which will be the standard of the future, is a system of inspection which will be a trial and error system. The new standard of efficiency, which will be the standard of the future, is a system of inspection which will be a trial and error system.

Hires Rootbeer
The home drink for hot weather—the drink for children, the drink for the grown folks. It gives the little ones rosy cheeks and bright eyes. Let them drink all they want of it. Cools, refreshes, strengthens.
A package makes five gallons.
Sold everywhere or by mail for 25c.
W. P. DOWNEY, Sole Agent,
208 St. Peter St., Montreal, Canada.

field under imaginary conditions. The regiment was carried to Rockville on a trolley and there detained and took the field under active service conditions. It displayed and advanced to the attack over rough and wooded ground, where it was quite difficult to handle troops. On the manner in which this practical work was carried out the capacity of the corps was judged by the inspecting officer. Under this system the standard of efficiency is not based on how well it does fancy ceremonial drill, but on its actual ability to perform work in the field. Instead of the inspection being an ordeal it was an occasion thoroughly enjoyed by officers and men, who entered into the work with interest, and all endeavored to, and did, acquit themselves well, being thoroughly impressed with the knowledge that the efficiency aimed at was genuine, practical efficiency such as would be required if the corps took the field. Lieut.-Col. Hodgins is to be congratulated on this movement to bring soldiering in Canada to a common sense basis.

Where troops have plenty of time on their hands it may be well enough to train them in fancy drill and ceremonial as well as practical field work, but with the Canadian militia which only drills twelve days a year, or its equivalent in exercises in the case of city corps, the whole time should be spent in teaching practical field work. It is impossible to learn both in that time, and therefore ceremonial must give place to hard-pan instruction with a sole view to fighting efficiency. Ceremonial parades will not win battles, capacity to work in extended order in the field does. It is to be hoped that the example of the Ottawa militia will be generally followed throughout the Dominion.

RISIBILITIES.
"Are you troubled with cockroaches or other insects about your premises, ma'am?" inquired the man with the pack, who succeeded in gaining an audience with the mistress of the mansion.
"No, sir," she said, glancing at him. "We are not troubled by cockroaches or other insects."
"Don't mind 'em, hey?" he rejoined cheerfully, shouldering his pack again. "Well, there's nothing like getting used to one's afflictions. Good day, ma'am."—Chicago Tribune.

"Poor fellow, he loves her for all her worth."
"He loved her for more than that yesterday."
"How do you mean?"
"He borrowed a ten spot for me to send her some Easter flowers."—Philadelphia Press.

"Darling," cried the product of the effete east, "I love your will, free life. You are the star of my existence; you are."
"Say," drawled Texas Tossie, as she cooed, "cared him of don't like your looks. So kindly, can't, or you'll see a shocking star."—Yale Record.

"Pretty fine work," exclaimed the counsel for the prosecution, as the court imposed one of \$75,000.—Yale Record.

"That's one on me!" said the general's horse, as the enemy surrendered.—Columbia Jester.

R. E. Fused—He writes for the magazines.
R. X. Sep.—No, only to them.—Pennsylvania Pilot.

MEN AND THINGS.

The oil wells of Peru yield an average of 60 barrels a day of a quality corresponding to that of the Russian petroleum from Baku, being 84 per cent carbon.

Eight survivors of the "forty-piners" who went from Baltimore to California in the ill-fated ship, the "Forty," held a reunion recently. The youngest of them is 70 years old.

The Duke of Abruzzi has prepared suits for use in his next polar excursion which are heated by electricity through a network of asbestos covered wire. In their luggage, bedding will be warmed in like manner.

The opinion of Sir John Herschel that the southern portion of the Milky Way, under the Southern Cross, is nearer to us than the northern is quoted against the opinion of Professor Wallace, that we are in the centre of the universe.

The Ottoman government has bought the English concession for a line of railway from Haifa to Damascus. It is intended to build a railway through Galilee to Maresha, a way of Bisan, connecting at Maresha with the Damascus-Mecca line.

During the Spanish-American war it was estimated that 3 per cent of the shots fired by the American gunners hit the enemy's ships. In the recent quarterly target practice of the North Atlantic squadron 25 per cent of the shots hit.

Timber and lumber costing \$2,000,000 have been used in the preparatory work for the New York, West tunnel. After it has been taken out of the tunnel it is of no further use except for firewood, the dampness and mud spoiling it for anything else.

"Yes, I remembered him," said Alkali Ike. "He died very sudden."
"Heart disease?" asked the western tourist.
"I don't know as you kin say it was the heart any more," then he broke himself four acres.—Philadelphia Press.

Could Not Lie On Her Left Side.
WAS TROUBLED WITH PAIN. IN HER HEART FOR SIX YEARS.
Expected Her Friends Would Find Her Dead.
Mrs. C. Bondreau, Campbellton, N.B., was completely cured by
MILBURN'S Heart and Nerve Pills.

She tells of her experience in the following letter: "I was troubled with a pain in my heart and weakness for six years. Most of the time I could not lie on my left side. I consulted a doctor but got no relief and was completely discouraged. I did not think I would live long and expected my friends would find me dead. A friend brought me a box of Milburn's Heart and Nerve Pills and I took them to please her, not thinking they would do me any good. I had not used half the box when I commenced to feel myself getting better and by the time I had taken two boxes I was completely cured and can recommend them to all sufferers from heart trouble."
Price 50 cts. per box or 3 for \$1.25, all dealers, or
THE T. MILBURN CO., Limited,
TORONTO, ONT.

White Pique Suits
\$7.50 Value
Today \$5.75

SPENCER'S
Western Canada's
Big Store

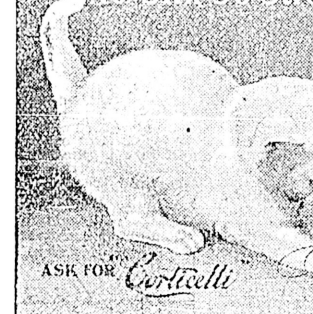
Wash Goods
at
Reduced Price
Today

**TWO THOUSAND WHITE SHIRT WAISTS**
Regular Values, \$1.00 to \$2.00
Today 85c to \$1.50 each

Sale of Men's Suits
At \$10.00
This Suit Sale commences today. Suits for everybody at a saving of from \$2.50 to \$7.50 a suit.

SILK DEPARTMENT
Three Special Lines for Today, 75c, 50c, 25c
Value 50c to \$2.00 a yard

THERE IS No Silk So Smooth. No Silk So Long. No Silk So Strong as Corticelli.
THE DRESSMAKERS' FAVORITE
SPOOL SILK
Too Strong To Break



ASK FOR Corticelli

The Paterson Shoe Co's Stores
Sorosis
"The Perfected American Shoe for Women."
We have just opened another large shipment of these popular high grade shoes in all sizes and widths.



CITY SHOE HOUSE
OLD WESTSIDE. 70 GOVERNMENT STREET.

Alexandra Royal College
OF MUSIC AND ART
Special Mid-summer Session.
An opportunity now offers for teachers and advanced students to review their repertoire with HERR STROHM, from the 1st August to 5th September. Special rates have been made. Application for lessons and time should be secured as soon as possible. Herr Strohm's office hours, 11 to 12 a. m., and 5 to 6 p. m.
MR. FRANK WATKINS.
(Accompanist of Madame Adeline Patti, Madame Albani, etc.) begs to announce that he is prepared to receive a limited number of advanced students (singing and piano) during the summer and early autumn months. For terms, etc., apply to the Secretary.

ST. MARGARET'S COLLEGE
TORONTO
A High-Class Residential and Day School for Girls; thoroughly equipped in every department.
The Class Rooms, built specially for the work; large grounds for recreation and games; only teachers of the highest academic and professional standing employed, and their names and qualifications all given in the prospectus. The musical course is the same as that prescribed for the musical examination of the University of Toronto. There is a large Music Hall and eighteen sound proof piano practice rooms.
The following courses are taught:
Academic, Music (vocal and instrumental), Art, Physical Culture, Elocution and Domestic Science.
MRS. GEORGE DICKSON, Lady Principal.
GEORGE DICKSON, M. A., Director.
(Late Principal of Upper Canada College, Toronto.)

MONEY TO LOAN ON MORTGAGE.
Indure in the
MANCHESTER FIRE ASSURANCE CO.
SWINERTON & ODDY
102 GOVERNMENT ST.

ARE YOU INTERESTED IN PAPER BOXES?
T. N. HIBBEN & CO.,
MAKE THEM
Factory 28 Broad St.
If Low Prices Attract You
If a large variety pleases you, or an assurance of reliability appeals to you, then your own self-interest should prompt you to this store for your every need.
Hastie's Fair, 77 Gov't. Street
The Steady Growth
Of the "West End" Grocery Co. is not due to chance. Every detail of this business was arranged and considered with deepest concern, for future growth, through present satisfaction. The art of attracting will ever be skillfully applied. Our method for attracting shall be such as must interest and appeal to you.
FOR 3 DAYS ONLY
ARMOUR'S PORK AND BEANS, 1s. 3 for..... 25c.
ARMOUR'S PORK AND BEANS, 2s. each..... 15c.
HEINZ'S PORK AND BEANS, 1s. each..... 10c.
HEINZ'S PORK AND BEANS, 2s. each..... 20c.
Our branch store at Esquimaux will sell Groceries at above advertised prices.

The "West End" Grocery Co.'y, Ltd.,
SUCCESSIONS TO ERSKINE, WALL & CO.
Phone 88. 42 Government St.

FOR SALE
Choice Building Lots
On Becher, Cook, Scoresby and Richardson streets, and Lluken avenue, being a subdivision of
Secs. 2 and 23
Fairfield Farm Estate
the property of Sir Joseph W. Trutch, K.C.M.G. For prices and terms
Apply to
E. CROW BAKER
54 Government Street

Electric Light
Will make your store 100 per cent brighter than it is at present if you are using gas. We are offering special inducements to obtain this class of lighting. Call and see us.
B. C. ELECTRIC CO
35 Yates Street



Not long after the curtain rose on "The Belle of New York," which was sung so well at the Victoria theatre last night by the Pollard Lilliputian Opera Company, every seat in the house had been taken, and even standing room was at a premium. "The Belle of New York" has been seen several times in Victoria, and it is doubtful if it has ever been better received than it was last night. Pollard Kiddies who began their engagement here last in that production. There are several new faces, and the majority of the principals who were here with the company on its visit are still winning the plaudits of the theatre-goers—the company being even better than on its visit during last summer, when, as will be remembered, the company made a great hit. Willie Pollard is the only notable absentee—he having remained at Melbourne when the company started on tour, to attend school, but in his place there are several other funmakers, notably Tedy Mac-Namara, who appeared last night in his role of Blinky Bill McQuirk, the tough man of the Bowery, and with his best girl, Kisse Fitzgerald, who was as good as they make them on the Bowery, gave a great performance.

Daphne, whose clever work won her such a reputation on the tour of last year, had the role of Cora Alquist, the Queen of the night, and that she did that part well, goes without saying. Jack Pollard, who is a singing and dancing comedian of no mean ability—as those who have seen him will testify.

VALUABLE AND COMPREHENSIVE

Flattering Review of Judge Martin's Work on Mining Laws.

Those well known law publishers, the Carswell Company, Ltd., of Toronto, have just published as a valuable addition to the mining laws of the province, and the statutes, ordinances and decisions thereon written by Mr. Justice Martin, of the Supreme Court of British Columbia, says the Vancouver News-Advertiser. It is claimed to be, and the claim is valid beyond doubt, the most important law work as yet issued in Western Canada, and as regards the subject of which it treats, constitutes a work of reference which should find its place on the shelves of every lawyer, private or public, which claims to be well appointed in this Dominion.

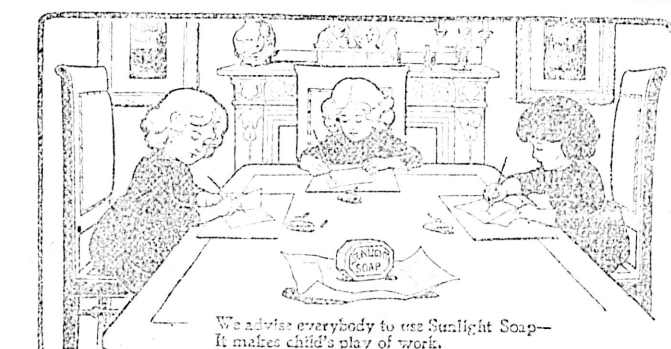
Mr. Justice Martin's work should also, as containing information on points likely to come before a tribunal as the Frisco Council's Judicial Committee, secure admission to the leading law libraries of the United Kingdom.

The collection after much careful consideration of the matter contained in the work, must have entailed long and laborious effort on the part of the learned judge, who has evidently not spared himself in the endeavor to secure the dual essentials of accuracy and completeness, whilst bringing into ready accessibility the most valuable laws and decisions of the province. The learned writer is certainly deserving of high congratulations on the success of his efforts as a commentator on a much obscured branch of our laws, and he has found in the Carswell Company, his publishers, a set of co-laborers in the issue, which it is sincerely to be hoped will meet with commensurate success.

A DEFINED AFFECTION.

First Lawyer—The judge seems quite sweet on the widow.
Second Lawyer—What you might call "legal tender."—Princeton Tiger.

"Daddy, Daddy!—Billy's done felled in the river." "The Jerusalem! Run and see if the bait went with him!"—Atlanta Constitution.



We advise everybody to use Sunlight Soap—It makes child's play of work.

We have used "Sunlight Soap," and we want to tell you that it is the best soap made; that's why we are writing. We found out that the Sunlight way is the best way to wash with "Sunlight Soap." A first we used to wash with Sunlight Soap in the old way as we did with common soap, but after we washed according to directions printed on the package, we would never wash the old way again. We first soap the articles, leave them to soak and then rub out lightly on the wash board. Not much to do and it makes the clothes whiter as snow.

ASK FOR THE OCTAGON BAR
Sunlight Soap washes the clothes white and won't injure the hands.
LEVER BROTHERS LIMITED, TORONTO.

A VICTORIA BOY'S NARROW ESCAPE

Louis Borde Kills Two Bears While Hunting Near Glacier.

While hunting near Glacier the other day, Mr. Louis Borde, of this city, had a narrow escape from being killed by bears. His cool nerve and accurate aim is all that saved him from a horrible death.

Early in the evening of the 12th inst. a number of people standing near the Glacier House saw two bears making their way through a nearby thicket. Mr. Louis Borde, who is well known here in Victoria, was one of the number. Always looking for excitement, Louis hurried after his gun, soon re-appearing, and followed with direction the bears had taken. The bears apparently had stopped in the thicket, and Louis hurried around it to the side on which they would make their exit, according to the direction they were pursuing, several people following at some little distance.

When Borde arrived at the opposite side of the thicket, he could see the bears coming towards him. One was a grizzly of no small size, and the other a black bear. They were coming along slowly—about 50 feet away—when Louis fired at the grizzly. The bear was struck in the neck, and closed upon the hunter before he had time to fire again, and pursued him round a tree, striking the calf of his leg, leaving it terribly hurt. Luck was with the hunter. The bear overbalanced itself while striking and lost several feet in the pursuit. Retaining his presence of mind, Borde wheeled and shot the grizzly through the heart. The bear fell, never to rise again.

By this time, the black bear, which had been somewhat startled, was opposite, and Borde, taking a hasty glance along the cold steel, pulled, and struck the black bear in the shoulder. Without hesitation on the part of the hunter, he fired again, and the bear came at the hunter full speed. Oh, what a sight! The hunter, standing like a statue of Apollo beside a big tree. One glance assured him that to climb the tree was impossible; so he decided to stand and meet his fate with his boots on. Stepping behind the tree as the bear passed, Borde aimed at the bear's head and fired. The bear rolled over, stone dead, not two yards from Borde's feet, thus miraculously escaping death for the second time.

The people who witnessed the shooting from the railroad track were terrified, expecting every second to be Borde's last. It was a remarkably cool nerve and steady aim that had twice saved his life, and those witnessing the deed of bravery heartily congratulated him. The real fun commenced in getting the bears out. The grizzly weighed 500 pounds, and the black bear 350 pounds. Strong hands made the hard work light, and the bears were soon in camp.

Refreshments were ordered from Restaurant by the hero of the day, and a good jovial evening was spent around the fire.

"That's a wonderfully bright child of Brinkins."
"I never observed any special accomplishment."
"That's wisdom beyond its years. When Brinkins asked it to write for the ladies and gentlemen it backed up into a corner and refused to say a word."—Washington Star.



SPORTS

BASEBALL. On Friday and Saturday of this week the Vancouver team will be the opponents of the local nine, "Billy" Holmes, the manager of the Portland City Club, has now got together a most promising aggregation, several times during the early part of the season he remarked that he would not bring his team to Victoria until he felt sure that the nine was strong enough to win, and in a recent letter he expresses himself satisfied that the players will take the local nine into camp for at least one of the two games. During the past week Denzer a southern pitcher, who has joined with the Vancouver team, has joined the team; Gregory, an Eastern pitcher, has also been added to the team, and with Ballentine to do the pitching, they have two splendid batteries. The remainder of the team is made up as follows: Walter Miller looks after the initial bug; shortstop, second base, Broadhurst, left field, Latham, right field, and McEneaney, center field, and McEneaney, from Everett, right field. This combination makes a fast team, and should give the local players a very close run.

The members of the home team are having practices every evening, and can be relied upon to give a good account of themselves. The Vancouver team did not play against the local nine at Oak Bay Saturday, as was expected. They had intended to come to Victoria with the excursion from Whatcom, but during their absence from Whatcom they were looked to play with Vancouver at home, and this saved another drubbing at the hands of the local nine. That the Vancouver team is expected to be proud of their victories over the Whatcom team, is shown by the following "appreciation" of the Whatcom nine, written by an enthusiast in that city for the Seattle Times. He says: "Early in the year the Whatcom management entered into correspondence with the local nine, and low captain of the team, and who was then located in Omaha, Neb., to bring a team out here. A satisfactory arrangement was made, and the team was expected to be composed, with one exception, of men who came with Captain Denzer from Omaha, and who had for the most part played with him in the different teams of the several leagues of that country. The one exception is Hartness, right fielder, who is a local man. It is not surprising that he is the most popular man in the organization, but his work alone is responsible for this, his hitting being clean and sure, and in addition having the only home run of the season to his credit."

The local team has played twenty-three games this year, and has only lost four of them. They opened with Everett, and drubbed them so soundly that the Everett club went through the process of reorganization. They played them again, and again drubbed them, and the result was that the local team was disbanded for good so far as any future games with this city is concerned.

Next Vernon was the next to suffer. Her club was drubbed hard, but her citizens were game and went to the front in the matter of cheering. Another try at the Whatcom aggregation with the strengthened team was not productive of any better results. The team was then taken to Victoria and Vancouver, B. C. teams have been the only ones that have been able to win against the local aggregation, but the local team has had a holiday all the same in the over-riden times.

Dugdale has arranged to have his club play the Whatcoms several games this season, and Park Wilson has been so attracted by their work that he will give them the chance to play at the Victoria grounds. Players of the home team have been offered positions in teams of one or the other of the Coast leagues, but the management to return with this club in one club one, and up to date only one man who came here from Omaha has deserted.

The Jewellers and watchmakers of Chalmers & Mitchell's played a game of baseball Monday at Beacon Hill. The result of which was a win for the latter. The score was 16 to 10.

The latest business baseball game in the field is the Hinton Co. and Chalmers & Mitchell aggregation, and they both are out looking for scalps.

The following are the teams which will represent the Turner, Beeton, and Lenz & Leiser baseball tomorrow evening: Turner-Beeton, first; Wollaston, first; Lenz & Leiser, second; F. Hall, third; G. W. Smith, shortstop; L. Lorimer, centre; E. Cole, right field; G. Temple, left field; Lenz & Leiser—W. York, R. Herbert, L. York, E. Pawcett, N. Sandall, R. E. Smith, C. Wigglesworth, A. Farr, M. Cameron.

The grocers and a picked team from the local nine played a game of baseball Monday at Beacon Hill, the former team winning by 19 to 16. S. Hord was in the box for the grocers and Dick McConnel for the local players. Both pitched a good game.

K. Wollaston's crew won the final race in the second series of club races on Monday evening from the Kootenay country. The crew by a length and a half. The course was, owing to rough water, in the outer harbor, from the old match factory, in the upper harbor, to the club house.

CRICKET. The Victoria Cricket Club will have both eleven playing on Saturday. The first eleven will meet the aggregation from the local nine at Beacon Hill, and the second eleven will play the Fernwoods on the latter's grounds.

At a meeting of the Fernwood Cricket Club, held in their club rooms last night, E. A. Gallop was elected captain and J. R. Walters, vice-captain. A strong team has been organized and the prospects are particularly bright for a successful season. Practices will be held on Wednesday and Thursday of this week in preparation for the game with the Victoria on Saturday.

YACHTING. The official time for the race of the A. class for the commodore's cup, is as follows: Whitehawk, 1st, time 4:50; Pine-seed, 2nd, time 4:55; Bander, 3rd, time 4:58; Grand, did not finish.

THE RING. S. Lane came up on Monday by the City of Purlia from San Francisco, to be matched against the winner of the Baker-Wood fight that is coming off in Vancouver shortly.

LAWN TENNIS. Monday afternoon the second inter-club tournament between the J. B. A. A. and V. T. C. was continued at the J. B. A. A. courts on Kingston street. As will be seen from the scores, some very close and exciting games took place. The results are as follows: K. Schofield, J. B. A. A. beat P. T. Tye, V. T. C. 3-6, 6-4, 6-4; A. Martin, V. T. C. beat J. A. Hinton, J. B. A. A. 6-2, 6-4; R. H. Hinton, J. B. A. A. beat G. W. Smith, V. T. C. 6-2, 6-4, 6-2; J. R. Walters, V. T. C. beat L. T. C. 6-2, 6-4, 6-2; J. R. Walters, V. T. C. beat L. T. C. 6-2, 6-4, 6-2; J. R. Walters, V. T. C. beat L. T. C. 6-2, 6-4, 6-2.

THE MEETING. The meeting held on Monday evening at the J. B. A. A. club, to consider the advisability of admitting outsiders to the Tennis Club without joining the Association, was well attended. After a lot of discussion it was finally decided to admit outsiders to the club on the payment of \$7.50 in advance.

TO ARRANGE FIGHT. Lightweight Champion Who Has Been Visiting Victoria. Leaves for Frisco. Jimmy Britt, lightweight champion of the Pacific Coast, who has been in the city for the last five days in company with his brother and manager, William Britt, and Mr. Burns, trainer, left last night by the steamer Queen for San Francisco, to arrange for a second contest with Jack O'Keefe, with whom Britt fought a twenty round draw at Butte two weeks ago. The fight in this city arrangements were concluded between Manager W. E. Britt for his brother, and Sir Hart for O'Keefe, and everything is arranged for the contest in as far as the fighters are concerned.

At San Francisco the first thing to be done by Manager Britt is to arrange with the athletic club which is to hold the contest. The California club, which has been declining for the week, commencing Monday next. Those who visit the grounds on Saturday will have some slight idea of the excellence of the attractions provided and realize how delightful an evening can be made in this popular resort.

DOUGLAS SUMMER GARDENS. Saturday, June 27th, at 8 p. m. Band Canadian Artillery. FIFTH REGIMENT. The latest moving pictures and illustrated songs with character scenes. The grounds will be brilliantly illuminated and light refreshments will be served. An exceptionally fine programme has been arranged for the week, commencing Monday next. Those who visit the grounds on Saturday will have some slight idea of the excellence of the attractions provided and realize how delightful an evening can be made in this popular resort.

STEWART-PETERS NUPTIALS IN EAST. Particulars of Fashionable Wedding of P. rities Well Known Locally. A fashionable wedding took place on Saturday afternoon at St. Paul's cathedral, says the London Ont. Free Press, when Miss Grace Hatheway Peters, eldest daughter of Lieut.-Col. Peters, D. P., late 1st military district, became the bride of Lieut. James Benjamin Douglas Stewart, of 41, M. Royal Navy. Rev. Canon Dunn, chaplain of the 2nd Middlesex Regiment officiated and a large number of invited guests were present. The church was tastefully decorated for the occasion, the chancel being especially beautiful with flags and palms. Miss Olive Peters, sister of the bride, was maid of honor, and Miss Dora Labatt, Miss Harman, of Toronto, and Miss Eleanor Sumner, bridesmaids, and the little flower girls were Miss Gladys Peters and Miss Nancy Peters. The groom's best man was Lieut. James Peters, of the 10th Bengal Lancers, brother of the bride. The ushers were Messrs Campbell Becher, after Kingsmill and Capt. Owen Smith, both of whom were present at the wedding were in full uniform.

After the ceremony the guests repaired to the residence of Lieut.-Col. and Mrs. Peters on Dufferin avenue, where refreshments were served in a marquee on the lawn. The bride received beneath a large floral piece in the drawing room. Later in the afternoon the bride cut the cake with her husband's sword, and the cake and wine were served. Lieut. and Mrs. Stewart left on the 7:35 train for the West. They will proceed to Victoria, where Lieut. Stewart's sister, M. S. Amphill, is at present stationed, with sailing orders for the South Pacific. The ship forms part of the Pacific squadron and should go out on commission this fall, when the bride and groom will take up their residence for a time in England. Lieut. Stewart is the son of the late William Northcott Stewart, of Jamaica. In the long list of those sending handsome presents are the names of many Toronto friends of the bride and groom.

SORE FEET. Treat as follows: Bathe freely with hot water, use dry, then rub Graft's Foot Cure Ointment, well in. It never fails to cure tired, sore, swollen, itching, burning feet. Repeated at intervals, makes a permanent cure. The ointment will cure any pain of any kind. Large bottle 25c.

See the new linen mesh tennis and bathing shirts with reversible collars at \$1.25 and \$1.50. E. B. Williams & Co.

PERSONALS. L. Sutherland, Montreal; James R. Cox, M. D., Hull, Que.; Mr. and Mrs. H. L. A. Porter, England; T. H. Williams and wife, San Francisco; E. E. Cairne, Seattle; J. N. Harris, La Comere; P. C. Harris, North Dakota; F. L. Warner, New York; Mr. and Mrs. R. H. Hendry, Owen Sound, registered at the Diarrid yesterday.

Among the passengers by the Charmer from the Mainland yesterday was D. Bell-Irving, the well known Vancouver entrepreneur. He is registered at the Diarrid.

Colin Campbell, of Vancouver, was a passenger by the Charmer inward last evening.

Miss F. Vincent, Darrell Vincent and Charlie Vincent returned yesterday evening from a visit to the Mainland.

D. P. Adams was a passenger from Vancouver by the Charmer yesterday evening.

H. J. Scott, of the Hamilton Powder Works, Toronto, left for a week's tour of the Kootenay country.

L. P. Duff, K. C., returned from Vancouver last evening.

W. R. Wilson and wife were passengers from Vancouver by the Charmer yesterday evening.

H. P. Bullen has returned from a visit to the mainland.

G. A. Carleton, of the C. P. R. local offices, is reported as seriously ill at his residence, Douglas street.

Rev. E. Church is back from a visit to Eastern cities in the interests of the A. O. U. W.

Capt. C. E. Cabb was a passenger from the South by the Majestic yesterday afternoon.

Chamberlain's Cough Remedy

This preparation is intended especially for coughs, colds, croup, whooping cough and influenza and has become famous for its cures of these diseases over a large part of the civilized world. It can always be depended upon and is pleasant to take. It not only cures colds and influenza, (grip) but counteracts any tendency toward pneumonia. It contains no opium or other harmful substance and may be given to a baby as confidently as to an adult.

Grand Opening Concert The Hinton Electric Co., L't'd

62 Government Street, ELECTRIC APPARATUS & IRON SUPPLIES

Selling Agents CANADIAN GENERAL ELECTRIC COMPANY, LIMITED. CANADA FOUNDRY COMPANY, LIMITED.

Under Auspices Tourist Association. The latest moving pictures and illustrated songs with character scenes.

The grounds will be brilliantly illuminated and light refreshments will be served. An exceptionally fine programme has been arranged for the week, commencing Monday next. Those who visit the grounds on Saturday will have some slight idea of the excellence of the attractions provided and realize how delightful an evening can be made in this popular resort.

ROSES

Best varieties for this climate. Thousands to select from. Strong and well grown. Orders for fall delivery taken now. Cut flowers in almost any quantity. Phone 900.

A. OHLSON, Oakland Nursery, Victoria, B. C.

THE ORPHEUM

VICTORIA'S FIRST FAMILY THEATRE.

B. B. LANSING & CO. Geo. Zellars, Jr., Baritone; Mrs. George Zellars, Jr., Mezzo Soprano.

The Matchless Musical Trio Swiss Bells and other musical instruments.

ILLUSTRATED SONG FRED'K N. TRACEY

"JUST AT THE TURN OF THE TIDE." Matinees daily from 3 to 5. Evenings, 7:30 to 10:30. Admission 10c.

SAVOY WE SELL

The Ball Bearing Lawn Sprinklers, the best in use; The Woodyatt Lawn Mowers; The Best Box Grass Catchers; The King Rubber Hose; The Great Majestic Ranges; The Mason Fruit Jars; The Tin Top Jelly Glasses; Rubber Rings, all sizes; Screen Doors and Windows. All Standard Goods of Best Value.

GEO. POWELL & CO., CHEAPSIDE, 127 GOVERNMENT ST.

NORTHWESTERN SMELTING & REFINING CO.

BUYERS OF Gold, Silver and Copper Ores, Mattes, Bullion, Furnace And Cyanide Products.

LOCATION OF WORKS GROFTON, Vancouver Island, B. C.

Esquimalt & Nanaimo Ry.

Time Table No. 48, Effective June 1st, 1903.

Trains leave Victoria daily at 9:00 a. m. and on Saturdays, Sundays and Wednesdays at 9:00 a. m. and 4:00 p. m. for Wellington and all intermediate stations. SUBURBAN TRAIN SERVICE BETWEEN VICTORIA, SHAWNIGAN LAKE AND INTERMEDIATE STATIONS.

Leave Victoria. Leave Koenig's (Shawnigan Lake). 9:00 a. m., 2:00 p. m., 4 p. m. Sunday 10:42 a. m., 6:30 p. m. 9:40 a. m., 6:50 p. m. Monday 7:30 a. m., 10:42 a. m., 7:50 p. m. 6:40 a. m., 9:00 a. m., 6:05 p. m. Tuesday 7:30 a. m., 10:42 a. m., 6:30 p. m. 6:50 a. m., 9:00 a. m., 4:00 p. m. Wednesday 7:30 a. m., 10:42 a. m., 6:30 p. m. 6:50 a. m., 9:00 a. m., 6:05 p. m. Thursday 7:30 a. m., 10:42 a. m., 6:30 p. m. 6:50 a. m., 9:00 a. m., 4:00 p. m. Friday 7:30 a. m., 10:42 a. m., 6:30 p. m. 6:50 a. m., 9:00 a. m., 4:00 p. m. Saturday 7:30 a. m., 10:42 a. m., 6:30 p. m.

VICTORIA TO SHAWNIGAN LAKE AND RETURN, Fifty Cents Tickets good for 30 days.

VICTORIA TO GOLDSTREAM AND RETURN, Thirty-five cents. Tickets good for 30 days.

SHAWNIGAN LAKE MONTHLY TICKETS, \$10.00. GOLDSTREAM MONTHLY TICKETS, \$7.50.

Excursion rates in effect to all points, good going Saturday and Sunday, returning not later than Monday.

GEO. L. COURTNEY, Traffic Manager.

BEE SUPPLIES.

QUEENY AND TOMATO PLANTS. JAY & CO. 13 BROAD ST.

CRAIG FLOWER

(1853-1903) The present year being the fiftieth anniversary of the erection of the Craig flower school building, the Trustees extend a cordial invitation to all ex-Trustees, ex-Teachers and ex-Pupils of the school, with their families, to bring their baskets and join in a reunion at the annual picnic, held on the school grounds, on Thursday, 25th inst., commencing at 3 p. m.

J. W. BOWLAND, Sec. Craigflower School Board.

Very small and as easy to the tongue. CARTER'S LIVER PILLS. FOR HEADACHE. FOR DIZZINESS. FOR BILIOUSNESS. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION. Purely Vegetable. No Opium.

THE FIXTURES FOR YESTERDAY WERE AS FOLLOWS: 5 p. m.—Bell vs. Leeming. 5:30 p. m.—Schofield and Felt vs. Tye and Kewler. 6:30 p. m.—E. A. McRae vs. D. Hunter. 6:30 p. m.—R. J. Felt vs. P. Keefer.

The meeting held on Monday evening at the J. B. A. A. club, to consider the advisability of admitting outsiders to the Tennis Club without joining the Association, was well attended. After a lot of discussion it was finally decided to admit outsiders to the club on the payment of \$7.50 in advance.

TO ARRANGE FIGHT. Lightweight Champion Who Has Been Visiting Victoria. Leaves for Frisco. Jimmy Britt, lightweight champion of the Pacific Coast, who has been in the city for the last five days in company with his brother and manager, William Britt, and Mr. Burns, trainer, left last night by the steamer Queen for San Francisco, to arrange for a second contest with Jack O'Keefe, with whom Britt fought a twenty round draw at Butte two weeks ago. The fight in this city arrangements were concluded between Manager W. E. Britt for his brother, and Sir Hart for O'Keefe, and everything is arranged for the contest in as far as the fighters are concerned.

At San Francisco the first thing to be done by Manager Britt is to arrange with the athletic club which is to hold the contest. The California club, which has been declining for the week, commencing Monday next. Those who visit the grounds on Saturday will have some slight idea of the excellence of the attractions provided and realize how delightful an evening can be made in this popular resort.

Choice Farming Property

This property, containing over 200 acres, on James Island, about half of which is cleared, five running springs, good orchard, with two dwelling houses, barns, etc., will be sold, together with boats, scows, implements, steam launch, etc., on favorable terms. This is one of the choicest and most desirable farms adjacent to and within easy reach of Victoria.

PEMBERTON & SON,

45 FORT ST.

MILLING WHEAT For Poultry

\$1.75 Per 100 Pounds. Free Delivery

Telephone 413. SYLVESTER FEED CO., City Market

White Liner From the Orient

Brings Over Five Hundred Passengers From the Far East.

J. D. Farrell Returns—Duke of Fife Bought By Japanese.

R. M. S. Empress of China reached port yesterday morning, thronged with passengers, after a smooth and uneventful passage across the Western Ocean. The white liner of the C. P. R. brought in all 533 passengers. There were 123 saloon passengers, including a large number of returning naval and military men, missionaries, tourists and globe trotters, commercial men and others. Rev. J. Pitt-Lewis, rector of the church in Toronto, who was among the passengers, is returning from a trip around the world, having visited the missions in India, China, and Japan. He says that he was informed by the missionaries in China that the situation there is hopeful in the extreme, and that the Chinese coming, not so much for religion, but as a result of their realization of the benefits of Western civilization. The rushing defeat of the Boxer outbreak has given the Chinese a different view of the Western learning. He says the missionaries have been the innocent victims of their recent fanaticism. The missionaries and aviators of Western powers, on the trade and territory of China, and the Chinese have struck at the powers through the missionaries.

Other well known passengers on the steamer were J. D. Farrell, president of the Great Northern Steamship Company, who left San Francisco for the Orient two months ago to study the trade conditions there in reference to the placing of the two great liners, Minnesota and Dakota, which are being completed at New London, on the Oriental run between Seattle and the Far East. He has visited all the larger ports of the Orient during his tour, and gathered a large amount of data relative to the trade conditions, harbor conditions, and other matters relative to the service. He is not yet prepared to make any announcement in regard to the commencement of the service. Mr. Farrell went on to Vancouver on board the Empress, and will go thence to Seattle. He will return to Victoria from the Sound port to gather information in regard to the inauguration of his company's proposed line to Seattle before long.

The Empress brought a large contingent of Chinese. There were in all 363 Chinese on board, of whom 58 were landed here. There were 40 Japanese, and 17 intermediate passengers. The cargo, which totalled 2,212 tons, was made up of 11,184 packages of tea, 5,066 sacks of rice and beans, 300 cases of raw silk, 80 cases of wild silk, 126 cases of silk goods, 12 cases of cotton and linen, and one case of cigars. There were 31,891 cases in all. As usual, no cargo was landed here. It will come back in due course from Vancouver.

DUKE OF FIFE.

Steamer Which Ran to This Port Sold to Japanese.

News was received by the steamer Empress of China, which arrived yesterday, that the steamship Duke of Fife, which ran for so long to this port and Tacoma, flying the flag of the Northern Pacific S. S. Co., to whom she was chartered, has been purchased by a Japanese firm, and the Duke of Fife will soon lose her identity under the name of something Maru. The Duke of Fife, which belonged to Messrs. J. B. Wray & Co., of London, was sold to Messrs. Morioka & Co., of Tokyo, and will be used by them in the carriage of emigrants from Japan and Peru, to which country Japanese emigration is setting. The Duke of Fife arrived at Kobe on June 6, and was in that port when the steamer Empress of China left there two days later, heading her first batch of Japanese emigrants for Peru.

MAMMOTH OCEAN RACER.

Hamburg-American Line Will Build a 725-Foot Scooner.

The White Star Lines Celtic and Celtic, the largest steamers on the Atlantic, will build a new steamer that is to eclipse either of those boats, not only as to size, but also as to speed. The new steamer, although the Celtic and Celtic are alike as to measurements, the first named, because of an extra house built forward, is 90 tons heavier than the other sister. The tonnage of the Celtic being 21,000. Each ship is 700 feet long, 75 feet wide and 43 feet deep. The new Hamburg-American liner is to be 725 feet long, 77 feet in

Piles So Bad Could Not Work

After Three Years of Suffering One Box of Dr. Chase's Ointment Effected a Complete Cure.

Mr. Joe Benson, Deerwood, Man., writes: "I may say that for three years I suffered almost all the time with piles, itching piles, and hemorrhoids. They were so bad that I could not work nor even sit on a chair. I tried several remedies, but got no relief. A friend of mine told me that he had been cured by Dr. Chase's Ointment, so I got a box for 60 cents, but it was worth ten dollars, for it completely cured me. I cannot say anything too good about this preparation."

Every day adds to the popularity of Dr. Chase's Ointment, as people are continually finding out that it is the only positive cure for piles, one of the most torturing ailments known to human kind. Ask your neighbors about this great preparation.

Dr. Chase's Ointment, 60 cents a box, at all dealers, or Edmanston, Bates & Co., Toronto. To protect your genuine imitations, the portrait and signature of Dr. A. W. Chase, the famous receipt book author are on every box.

The Situation In the Orient

Russia's War Minister Pays a Visit to the Rulers of Japan.

Rebellion in Southern China Continues to Grow—Japan's New Warships.

According to advices received by the steamer Empress of China, the Russian minister, General Kouropatkin, on board, arrived off Moji on the 10th, having left Vladivostok on the 8th, in company with another warship. A salute of 17 guns was fired and the general boarded a steam launch and landed. He remained that night at Sanyo and left for Tokyo next day. He reached Tokyo June 12, and was received in audience by the Emperor and Empress, and partook of luncheon with Their Majesties. But two days was to be spent in Tokyo, and then the general will leave for Port Arthur on the 17th, via Kobe. He will be unable to visit Nikko, as was expected. The Japanese press hopes that his visit will tend to compose the current international difficulty. It was expected that a review of Japanese troops would be held in his honor, but time forbade this arrangement.

The United States treaty commissioners with the Japanese, having applied to China that Moukden and Tatanouk, be opened to foreign trade, but the Chinese commissioners have replied that China is unable to agree to the demand because of Russian protest. The Asahi's Peking correspondent says that the United States has consequently begun to communicate with Russia direct, calling attention to previous Russian utterances that Russia would not oppose the opening of Moukden and Tatanouk to foreign trade. News has reached Peking reporting an increase of 1,000 Russian troops in Liaoyang, and 100 cavalry in Feng-wahung, and contradicting a report that Russia bought 250,000 tons of coal last month. The temporary bridge over the Liao at Newchwang is being replaced by an iron bridge built by Russians, which will be opened in October.

CHINESE INTRIGUES.

Prince Tsai Chen, who returned to Peking on June 2, is said to have reported to the Chinese government that Japan is not prepared to actually go to war as to the Manchurian complication. Prince Ching, president of the Chinese foreign board, is said to have approached the Empress Dowager secretly, suggesting that negotiations respecting the Russian demands should be transacted by only the Chinese foreign board, and the Russian minister, and that the Empress Dowager should not be allowed for the time-being to have any voice in the question. On the other hand Chang Chih-ting is reported to have personally memorialized the Empress Dowager on the necessity of strongly relying on Japan and Great Britain, and of rejecting root and branch the Muscovite claims.

IN THIBET TOO.

The Chinese minister resident in Thibet has wired to the Chinese foreign board that 1,000 ossacks have suddenly raided the frontier of Thibet under the pretext of protecting Russian explorers, and that despite peremptory orders to go, they have not so far moved away.

Two government buildings in Peking—the House of Revenues and Board of Ceremonies—were destroyed by fire on June 10. The flames started in the first named building. All the foreign troops in the local garrisons turned out to extinguish the fire.

SOUTHERN REBELLION.

The crisis grows more grave in Kwangsi. The North China Daily News says today. The local mandarins have received the following telegram from Kwangsi: "The rebellion is increasing, and daily getting more dangerous and more formidable. The Imperial army here is too weak to be of any use, and is insufficient to garrison all important cities and towns. The latest news is that the rebels have besieged the city of Ching-shan, and the prefecture of Tsingping in Kwangsi, and that unless relief is sent at once it will certainly fall into the hands of the rebels. The prefect of the prefecture, has been sending appeals for aid, but has received no answer. The governor, Wang Chih-chun, and he has ordered a force under Ho Taotai and Major General Pan to proceed to raise the siege. Chung Chou is a departmental city, 45 miles northeast of Lanchow, and 20 miles east of the Kwangtung border. Tsingping city is 20 miles from the Annamese border."

NEW WARSHIPS.

The Japanese naval authorities are now drawing the plans of warships, estimates for the construction of which were recently passed by the Diet. In all eight vessels will be built, including three first class battle ships of the Shikishima type, three armored cruisers of the Asama type, and two second class cruisers of the Matsushima type. The cruisers will probably be built in Japan, and the battle ships be ordered from abroad. It is expected that the authorities in the present fiscal year will issue an order for a battleship to be ordered from abroad, and for two others afterwards. There may be more improvements in the construction of these vessels than those designed last year. It will be some months before construction begins, but it has already been invited from foreign shipbuilders.

There has been a great decrease in attendance at the Osaka exhibition, and as a result the earnings of the attractions connected with the exhibition have fallen off nearly two-thirds.

DEATH FOR ARSON.

Noda Kenzo, a Japanese, 53 years of age, a secondhand dealer, was sentenced to death at Kobe on June 8 for arson. He insured his goods, valued at \$200, for \$750, and set fire to an adjoining shed, destroying his own and two other houses, to get the insurance money. Official investigations show that the year's crop of barley, wheat, oats, and rice, decreased 14 per cent, compared with last year.

MODERN MEXICO.

Mr. Charles Conant, secretary of the Morton Trust Company, New York, who was one of the international delegates invited to Mexico by President Diaz, to study the monetary problem has finished, protempore his duties in that country. The Minister of Finance, who is in Europe, it is said to have a bond issue underwritten with the object of placing Mexico on a gold basis.

Mr. Conant gave as his opinion that Mexico offered great inducements for the investment of capital than any other country in the world.

With her immense deposits of mineral,

Good for Baby

Any baby will thrive on Nestlé's Food. It is wholesome, nourishing and easily digested. Twenty-five years of use has proved its value.

Nestlé's Food

Sample (sufficient for eight meals) Free.

LEEMING, MILES & CO.,

MONTREAL.

her towering virgin forests of pine, oak, and Spanish cedar, her limitless water-powers, and the Eden like fertility of her innumerable valleys, she is soon destined with Anglo-Saxon vigor to take her place among the nations. Even well informed people are not generally cognizant that the only known deposit of "natural coke" having any pretences to area is in the State of Sonora and is owned and operated by the Pacific Improvement Company of California, whose stock is largely held by the Huntington and Stamford Estates.

At the time of its discovery, scientists scouted the idea, but upon development and examination they became convinced and appalled at the magnitude of this great natural phenomenon.

There are also lying dormant in the same position as at their creation, enormous deposits of Cinnabar, and one of mercury or quicksilver, awaiting the magnetic touch of some genius from the north country.

The formation is identical to that of Almaden in Spain, that produces in comparison with which, both as to dividends and as to all other mines of whatever product sink into insignificance.

Graphite, the necessity of modern commerce, and whose demand is constantly increasing is found in great deposits of pristine purity only rivalled by the Ceylon product.

But the glories of Mexico still rest in her marvellous deposits of gold and silver, in which she stands pre-eminently the envy of the world.

C. P. R. WILL GIVE BETTER RATES

Mr. Bosworth Promises Vancouver Board of Trade a Revision of Schedule

In the conference at Vancouver on Saturday, before the Board of Trade and G. M. Bosworth of the C. P. R., the position of the former was outlined in the following letter addressed to B. W. Greer general freight agent.

Dear Sir:—The presence of Mr. G. M. Bosworth on the coast reflects a fortunate time for going into the question of freight rates to important points.

In submitting a further report on the existing freight rates we reaffirm our previous demand that the rates may be so adjusted that they may be equal as between Vancouver and Calgary, and Winnipeg and Calgary, on the main line and on the branch lines, and between Vancouver and Winnipeg, and between Vancouver and Lethbridge, and between Vancouver and the Crow's Nest line.

We have gone into the existing freight rates thoroughly, and can find no instance where goods originating in Eastern Canada and shipped to Vancouver by all-rail route, can be hauled down at Calgary, or between Vancouver and Winnipeg, or between Vancouver and Lethbridge, and between Vancouver and the Crow's Nest line, at a lower rate than the same goods would take if shipped direct to Calgary through Vancouver.

The unfairness of the current rates has occasioned so much friction that until the present conditions are removed there cannot exist the harmonious relations between the various points mentioned. The question which should, in the interest of all, be maintained.

We contend that if fair treatment on an equitable basis is to be given to the various points mentioned, a 4 between Winnipeg and the same points, the present rates should be avoided for all time, and the friction between your company and our merchants be at once amicably overcome.

Following is the News Advertiser's report of the meeting:

"The chairman and several members of the committee spoke in support of the letter, and instanced several differences in the rates quoted between Vancouver and Calgary and Winnipeg and Calgary, and Vancouver and Lethbridge, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and Calgary, and between Winnipeg and Calgary, and between Vancouver and Calgary, and between Vancouver and the Crow's Nest line, over 200 miles, with the result that the local merchants were unable to compete with Winnipeg at the present points in the interior. In support of the letter and remarks a tabulated statement, prepared under the direction of a joint committee, was submitted, giving comparative rates between Vancouver and Calgary, Lethbridge and